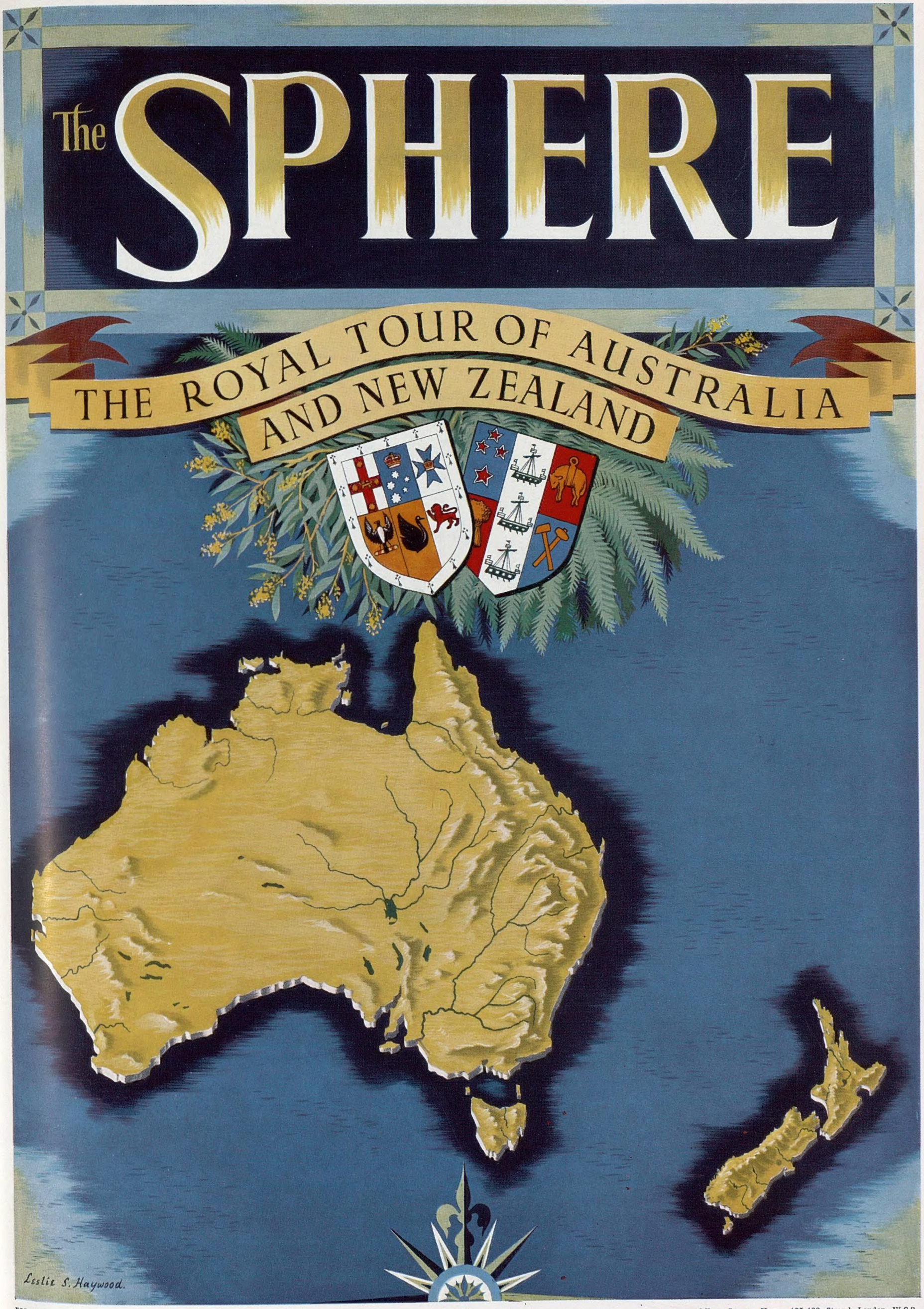
Vol. CCXV, No. 2807 THE SPHERE, NOVEMBER 28, 1953 2/-

The SPHERE



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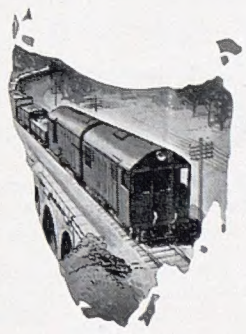
Behind all 'ENGLISH ELECTRIC' equipment there lies a wealth of experience and specialised knowledge which enables the Company to build products of supreme quality.



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Not least of Britain's traditions is that of making fine pottery for the home. The first Doulton pottery, established in Lambeth in 1815, linked up with centuries of local ceramic activity and—through the delftware and stoneware potters—with yet older traditions reaching back to the ancient East. During the past 138 years the House of Doulton has added several glorious chapters to the story of British pottery making. In 1887, Henry Doulton was knighted by Queen Victoria for his services to the industry and, in 1901, King Edward VII conferred on the Company the rarely bestowed right to use the word "Royal" in describing its products. Today, in the reign of our new Queen, Elizabeth II, Royal Doulton craftsmen are maintaining the Company's highest traditions. The work of their hands—including tableware in bone china and fine earthenware, Royal Doulton figures, animal models, Toby and character jugs, and decorated stoneware ceramics—is eagerly sought the world over.

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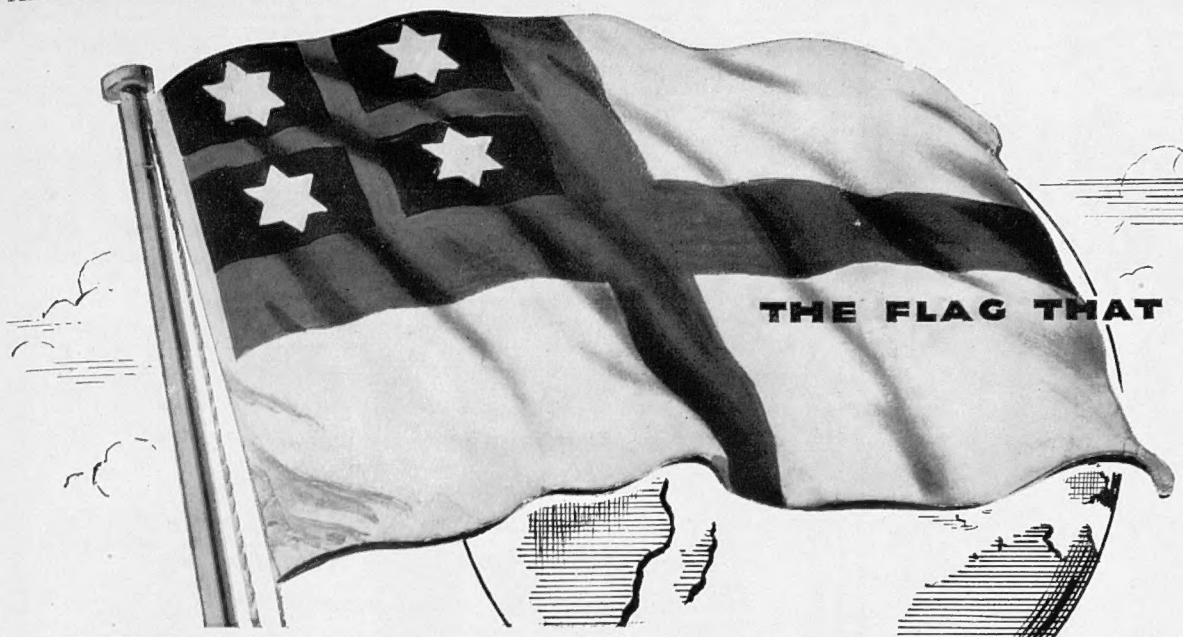

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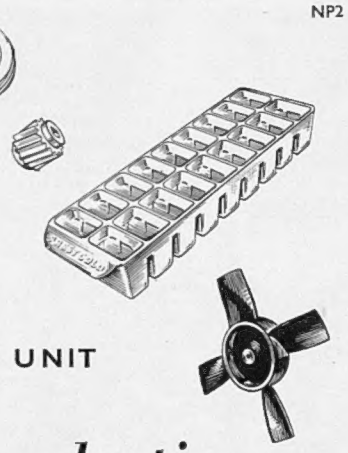

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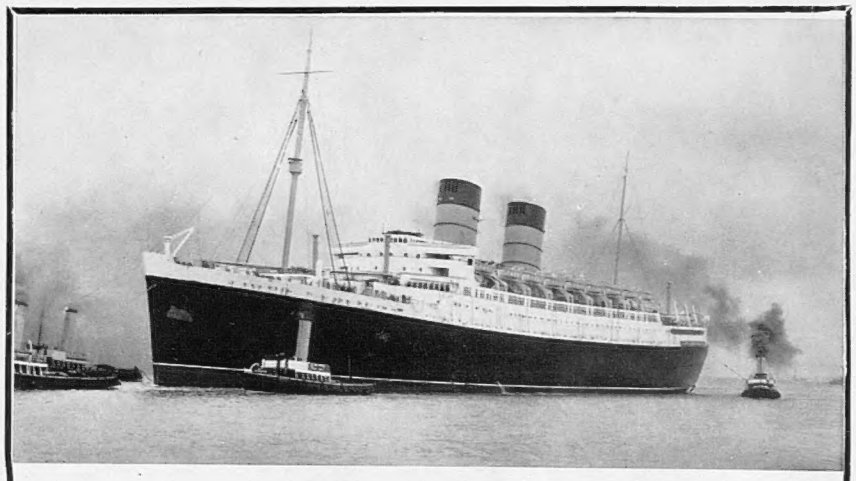

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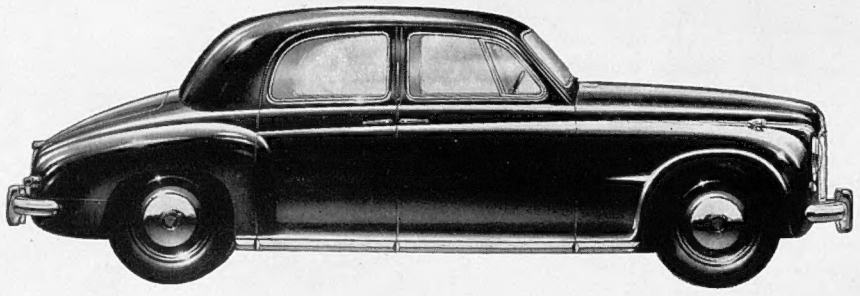

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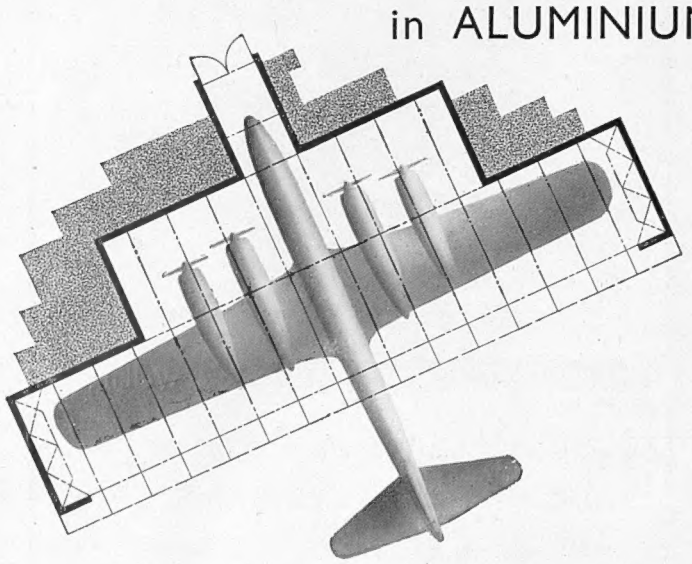

S.M.D. Engineers now build Aluminium Nose Docks to provide cover and facilities for servicing aeroplane engines—eliminating the expense of complete hangars. These "Wing Hangars" are easily transported and erected; delivery is rapid and, of course, no painting is required. Let us send you details.

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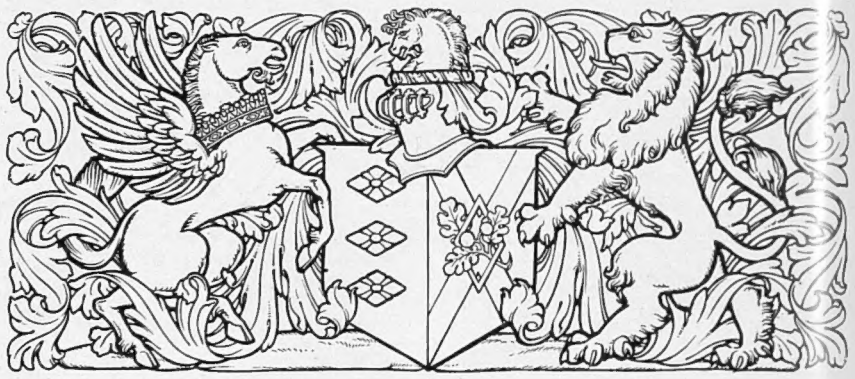

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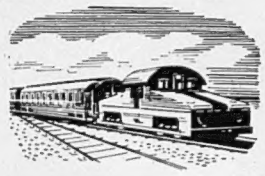
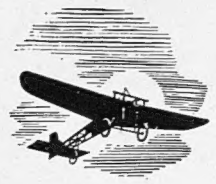
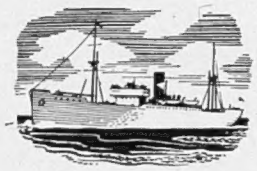
Under two Queens

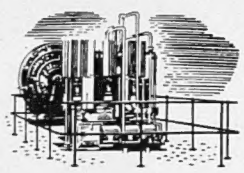
WHEN the name British Thomson-Houston was first heard, in 1894, the main developments in electricity still lay ahead. But progress was rapid. As the Boer War ended, BTH was electrifying the Central London tube railway. Bleriot crossed the channel in his rudimentary airplane—and manufacture of Mazda tungsten-filament lamps began.



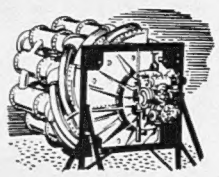


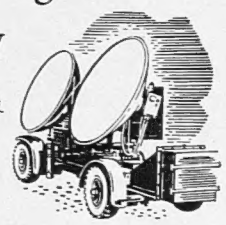
The first World War brought a halt to most non-armament development work, but by 1921 the first vessel fitted with BTH turbo-electric propulsion machinery was putting to sea. The 'flapper' fashions came and went, and in 1930 the first steel tank rectifier in Britain was installed at Hendon by BTH.





In the second World War BTH research in the new science of electronics, begun many years earlier, gave vital assistance in devising radar warning devices, just as the jet engine—developed at the Rugby Works—altered the course of design in aviation as peace approached.





Throughout its long history, the British Thomson-Houston Company has a proud record of association with industrial development in the British Commonwealth of Nations. In the regions Her Majesty Queen Elizabeth II is visiting during the Royal Tour, BTH electrical equipment—on land, sea and air—is contributing its share to national prosperity.

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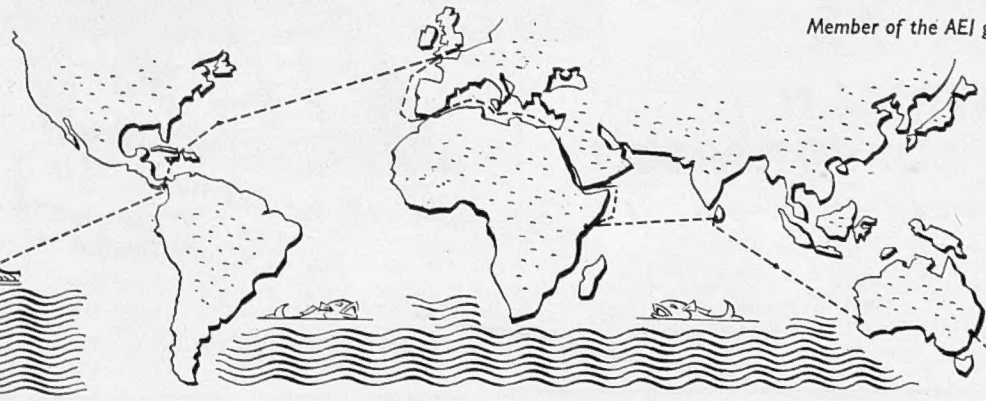

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You remember I went to South Africa last year. I happened to meet a man who took me round the wonderful Wineries there where millions of gallons were being matured for the British market.

How do they mature them ?

The best wines are kept seven years at least before they are shipped. The South African Wine Farmers are determined—in spite of the demands from all over the world—to hold back and let the good stuff mature properly. You see their climate and soil are simply ideal for wine-growing, but it is necessary not only to produce lovely wine but, if you establish a name and reputation, to provide for keeping up the quality over the years.

These South African people certainly keep on improving their wines—especially their sherry. It's a credit to them.

That's what comes of selecting and maturing and waiting and keeping on doing that, and the longer it goes on the better the quality becomes.

I must say this is one of the finest Sherries I've ever tasted.

Well, keep on drinking the best South African Sherries and you will find the quality will astonish you."

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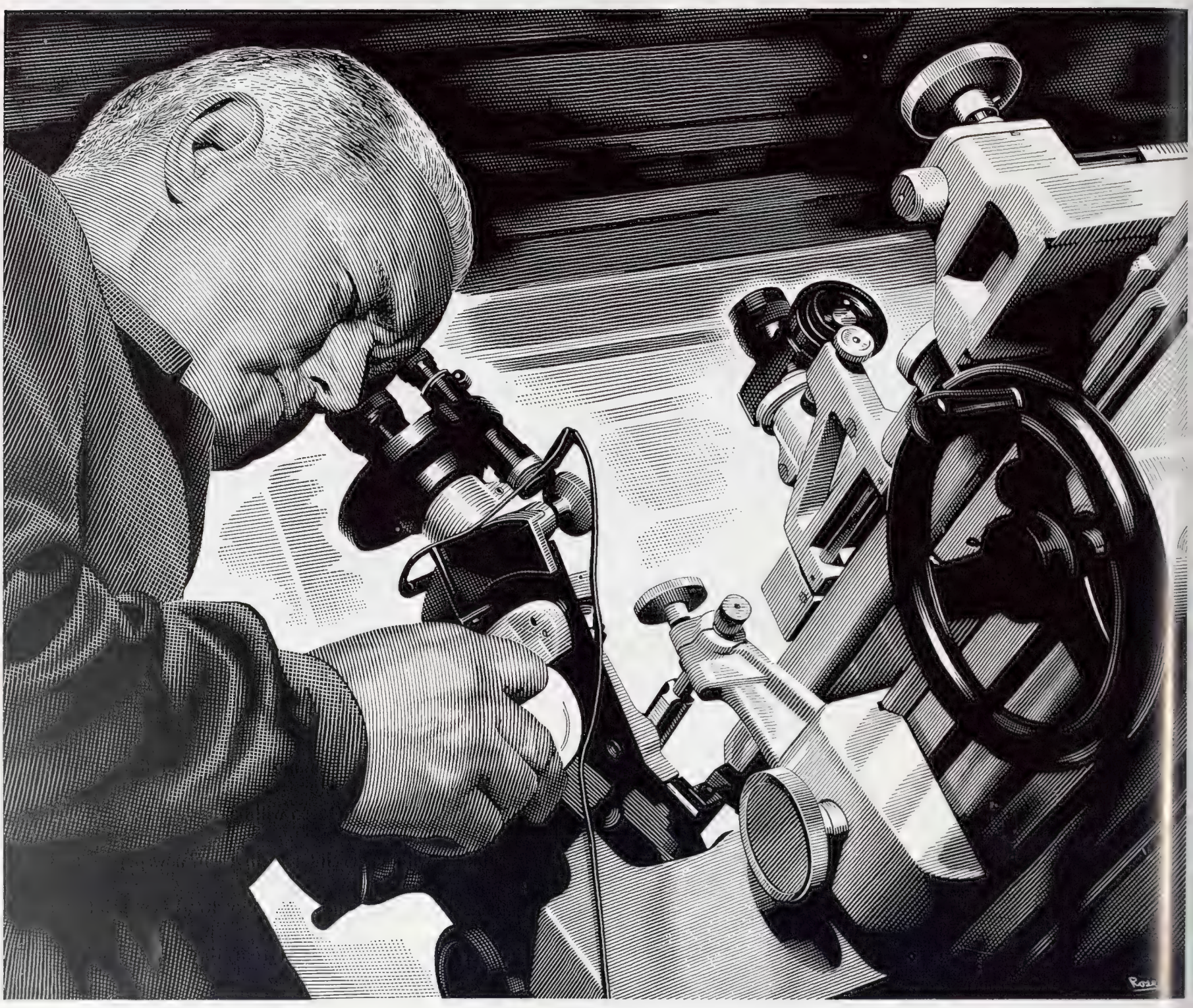

This man is always moving

He's the son of the son of the son of a Swiss watchmaker. He has made good Swiss watches for thirty years. But the watches he made even ten years ago were very different from the watches he makes now. Swiss watchmaking keeps moving; and he with it.

He has the world's most up-to-date equipment. Many of his watches wind themselves. Many can go into the sea and come out unharmed. Many can bump against a doorhandle without losing a second. And every one of these advances was pioneered or perfected by the Swiss.

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But get it at a qualified jeweller's — for when you choose skilled workmanship you need skilled advice. The jeweller alone can give you full choice from the latest good Swiss jewelled-lever watches. He alone can help you to choose wisely. He alone can keep your good watch in good order all its long life.

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Volume CCXV No. 2807 The SPHERE, London, November 28, 1953

The SPHERE

with which is incorporated THE GRAPHIC

THE QUEEN STARTS ON HER COMMONWEALTH TOUR—HER MAJESTY AND THE DUKE OF EDINBURGH WAVING GOOD-BYE FROM THE STRATOCRUISER "CANOPUS," AT LONDON AIRPORT LAST MONDAY NIGHT AS THEY LEFT FOR BERMUDA: Vast crowds cheered the Royal travellers as they left the Palace, and lined the route through West London to the Airport. A great audience of televiewers witnessed the departure scenes before the *Canopus* took off at 9 p.m. Sir Winston Churchill and other members of the Government, also representatives of the Commonwealth, were at the Airport. *Canopus* took off in almost perfect conditions.

On Monday night the Queen and the Duke of Edinburgh left Buckingham Palace for London Airport to start their 50,000-mile tour of the Commonwealth, the first occasion upon which a British Sovereign has decided to travel completely round the world. After a quiet family week-end at Royal Lodge, Windsor, the Royal travellers drove back to Buckingham Palace last Sunday night for the final preparations. The Queen and the Duke travelled to Bermuda on the first stage of their journey in the 60-ton B.O.A.C. Stratocruiser *Canopus*, one halt being made at Gander, Newfoundland, in the early hours of Tuesday morning. The captain of the aircraft was Captain A. C. Loraine, one of the most experienced pilots on the Atlantic route. He has already made 164 crossings of the Atlantic. Air Commodore Sir Edward Fielden, the Captain of the Queen's Flight, accompanied the Royal travellers. Ships of the Fourth Destroyer Squadron of the Home Fleet and a frigate of the Royal Canadian Navy's Atlantic Command were stationed on the route of the *Canopus*'s flight. (On pages 349-368 is a special *Sphere* feature dealing with the Royal tour.)

Postage—Inland, 2½d.; Canada, 1½d.; Elsewhere Abroad, 3½d.

THE QUEEN SETS OUT

Leaving London at the Start of the Great Commonwealth Tour

On right—
THE QUEEN AND THE DUKE OF EDINBURGH IN THE ILLUMINATED REAR SEAT OF THEIR CAR AS THEY SET OUT FROM BUCKINGHAM PALACE FOR LONDON AIRPORT : Smiling happily, they passed through cheering crowds outside the Palace and up Constitution Hill to Hyde Park Corner, and the cheers continued all along the way through West London to London Airport. They left Buckingham Palace at 7.30 and an hour-and-a-half later the *Canopus* took off on the flight to Bermuda, via Gander.

GOOD-BYE TO ENGLAND : The Queen, having waved her farewells, turns in towards the cabin of the *Canopus* and the Duke smiles upon the scene.

AFTER THE FAMILY FAREWELLS : Queen Elizabeth the Queen Mother and Princess Margaret leaving the cabin of the *Canopus* where they had said good-bye to the Queen and the Duke of Edinburgh.

On left—
SILHOUETTED FOR A MOMENT IN THE CABIN DOORWAY : This smiling picture was taken of the Queen just a few moments before the Stratocruiser's door was closed and the airliner taxied down the runway to the starting-point.

THE QUEEN MOTHER AND PRINCESS MARGARET WATCH FROM THE TARMAC AT LONDON AIRPORT: Princess Margaret is seen waving to her sister as the aircraft began to taxi to the starting-point. Later, with the Queen Mother, she ascended to the roof of the terminal building and together they saw the *Canopus* take off to a perfect start.

THE 60-TON STRATOCRUISER "CANOPUS," WITH THE QUEEN AND THE DUKE OF EDINBURGH IN THE DOORWAY: A specially-picked team of B.O.A.C. engineers worked on the final check-over of the Royal plane in the hours before departure. They ran up the engines to full power and tested the instruments to ensure everything was in order. Tankers pumped 6,330 gallons of fuel into the airliner's tanks—giving a sufficient reserve for the plane to make the journey back across the Atlantic should such an emergency be found necessary. The plane took off about 9 p.m., winging its way northwards towards Iceland before heading right out across the Atlantic.

R.S.M. BRITTAIN'S BIG DAY

THE OWNER OF "THE LOUDEST VOICE IN THE BRITISH ARMY": Fifty-four-year-old Regimental Sergeant-Major Ronald Brittain, who has recently been awarded a clasp to his Long Service and Good Conduct Medal on the completion of thirty-six years in the Army. The presentation was made by Major-General E. S. B. Gaffney, G.O.C. Aldershot District, at a passing-out parade at Mons Officer Cadet School, Aldershot. Brittain has been an R.S.M. at the school for eleven years and has held his present rank for nineteen years. He is the senior R.S.M. in the British Army and it is estimated that over 30,000 officer-cadets have been drilled by Brittain. At the passing-out parade the salute was taken by Major-General Gaffney.

R.S.M. BRITTAIN ON PARADE AT THE MONS OFFICER CADET SCHOOL: On the extreme right of the picture is Mrs. Margot Gaffney, wife of the G.O.C. Aldershot District, while next to her is Mrs. Brittain. Before the passing-out parade Mrs. Gaffney presented Mrs. Brittain with a small posy.

THE PRESENTATION: Major-General Gaffney pins the clasp to the medal of W.O. Class I R. Brittain, Coldstream Guards.

RATES OF SUBSCRIPTION TO "THE SPHERE."

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A London Newsletter

195–198, STRAND, W.C.2.

God Speed.—Now the great tour, so long and so meticulously planned, has begun and the Queen, with the Duke of Edinburgh, has left us to visit her realms beyond the seas. We wish her and him God speed, and a wonderful success and a happy return to us next year. We shall miss them very much, and our loss will be the Commonwealth's gain. The old cliché seems inevitable here. It is a mighty project and a heavily loaded programme. The Queen's parents and grandparents before her made Commonwealth progresses of similar scope, and found them at once exhilarating and very arduous. When they made them they, too, were young, and it may be that if King George VI had been well enough to start on his postponed tour, the strain at his age would have been too great for him. Since then every year communications have grown swifter, easier and, we suppose, safer, and perhaps the stresses decrease. But none the less, the programme is daunting to "old-fashioned" folk, who, studying the time-table, wonder whether it is sufficiently elastic to allow for the chances of flying weather where some function must be carried out by air travel and relies on exact timing. We know beyond all question that in the Queen and in the Duke the qualities required to make this tremendous tour a supreme success are outstanding. They have youth, health, charm, sympathy, enthusiasm, interest and unlimited goodwill to carry them through and bring them home in triumph. Apart from the sorrow of leaving their children (a sorrow so vividly revealed in the private papers of all the Royal Family who have made these tours), they have no regrets. They "travel for pleasure" as well as for duty, and they both look forward to seeing and being seen at every place of call.

National Service.—Heaven knows our National Service system lies open to be criticised on the score of needless expense and of innumerable local instances of waste of time and opportunity to use the material available, failures which rightly madden the recruits and their parents. Here is one example nearest my personal experience. A youth served his two years, mostly in Germany, with a famous regiment. He was put on A.E. Reserve on discharge, and was sent out by his parents to acquire a little higher education attached to a Paris University. After two months in Paris he was ordered home to his depot for fifteen days' training. No other period was possible, as he was to start his career in business a fortnight before the only alternative offered. He therefore broke off his term in Paris and returned for his "training." In the fifteen days he received precisely one hour of "training." Every day he was told to "buzz off" for the day. *And his parents had to pay his fare to and from Paris.* Yes, there is plenty of criticism to ventilate concerning the way the scheme works. "On paper" it is necessary, and the politicians of no party can honestly deny its necessity, and none has any workable alternative to offer, except those morons who argue: "We should wash our hands of foreign or Commonwealth commitments and keep what troops we have at home." For our far-flung commitments overseas to-day are sparsely served as to nearly 50 per cent. by National Service recruits. Many recruits are not fit for Army life and not worth training. But, unless we bury our heads with the morons and ostriches, how can we do with one man less, while our "strategic reserve" for emergency here or at a danger point overseas amounts to one battalion? So the Commons saw it—with abstentions.

Persia—Faces to Save.—Britain and Persia, by a majority in Governments and peoples, both sincerely desire to resume friendly relations. In diplomacy friendly relations are evidenced in established "diplomatic relations," the exchange of ambassadors, and so on. But each side now claims that the other puts the cart before the horse, and face-saving enters into those claims. Oddly enough, we consider that "diplomatic relations" should precede discussion of the oil dispute, Persia that agreement on oil should come first. I should have expected it would be the other way about. For it can hardly satisfy our righteous indignation over the Abadan business and our anxiety about just compensation that we should confirm the Labour Government's acceptance of nationalisation of Persian oil in principle. Nationalisation and expropriation are not one and the same, and our little bill for Persia's total disregard of International law and justice is long overdue. No doubt, we in Britain attach more importance to diplomatic relations than do the Persians, whose first priority is to refill a bankrupt treasury. But an Admirable Crichton from Britain at the Court of the Shah will be hard put to it to persuade the Persians, when refilling their treasury, to reserve a share and pay something on account to their outraged, patient creditors who taught Persia the way to a national incon

SHAW'S "PYGMALION" RETURNS TO THE LONDON STAGE

A SCENE FROM THE REVIVAL OF "PYGMALION" AT THE ST. JAMES'S: From left are Colonel Pickering (Nicholas Hannen), Eliza Doolittle (Kay Hammond), Alfred Doolittle (Charles Victor) and Professor Higgins (John Clements). One of the main points of interest about the production was whether Kay Hammond, with her specialised diction, would manage to make Shaw's Cockney dialect sound convincing. Most critics are agreed that she was most successful, and it is a tribute to her acting that her "drawing-room" conversation in the later scenes of the play was as convincing as her Cockney in the preceding scenes. Among the stage properties in one of the scenes is a library bust of the writer of the play, George Bernard Shaw. The play is directed by John Clements and the settings are designed by Laurence Irving.

A Decent Obscurity.—I share the hope of other journals that Randolph Turpin will for a time, at any rate, fade out of the limelight and enjoy a long and anonymous honeymoon. It always strikes me as odd that the British public worships at such diverse shrines. On the one hand, it can never hear enough of the private life of the most virtuous and charming and valuable Royal Family in civilization, and is gluttonous for impertinent intimacies concerning it. On the other, it directs the limelight on prize-fighters, bathing belles and people in trouble in the courts. Many of these people are no doubt deserving of our respect or sympathy, but their national usefulness is in curious contrast with that of our Royal Family, and there are even times when we wonder at which altar the worshippers bow most reverently. I have never been a hero-worshipper, and it may be that fact proves the meanness of my character, but I have to confess I am bored by the private lives of prize-fighters, bathing belles and occupants of the dock, and that I even believe that a little mystery should still surround the monarchy.

G.P.O.—A Vicious Circle.—Mr. Gammans, Assistant P.M.G., told the Commons that new safeguards to protect the mail from thefts might make necessary a further increase in the 2½d. postage. We may well gasp at this new proof of a vicious circle in our modern way of life. The P.O. has its own Investigation Branch, no doubt, but such an expedient would mean throwing on the P.O. account a considerable burden of the cost of police duties. No doubt, the public must find the money for both services, but at the present apex of postal charges the P.O. at least should be able to look after itself without

another rise in costs. It is true that since the worst post-war period thefts of mail bags and registered letters have declined, but Mr. Gammans still envisages armed-gang mail robberies in our streets, and to safeguard against these most of us would prefer to find the money from the Police vote. If we pay both Peter and Paul, perhaps we need not worry our heads about robbing one to pay the other, but, wrung and pinched as we are, we still cling to our traditional love of order, justice and the fitness of things.

The Drummond Murder.—The Drummond murder at Lurs is ancient history, a brutal case which stirred Europe to horror. It is not yet judicially solved, but it is good to know that the Sureté has never relaxed its concentration on the case and that nothing has been left undone or untried to find the miscreant. A recent murder trial in this country re-emphasised the differences in police procedure in England and France. On the face, the French authorities are far less fettered in methods of investigation and questioning than are ours, but that is a matter for every nation to decide for itself. In times like these, the protection of the innocent public seems to justify reducing and not increasing the advantages and safeguards afforded to suspects under questioning, as it may, as a temporary expedient in a crime wave, justify severer sentences for many "fashionable" crimes, even if further time and consideration may ultimately decide that imprisonment is not the best penalty for some of them. The nature of the Calendars at Assizes and Quarter Sessions may well (and does) so shock judges and chairmen that some of them are prepared to anticipate Royal Commissions and to mete out to offenders penalties which may at least check the "fashion" and temporarily afford the needed protection to the innocent public and the young who, combined, are still in a majority in the nation.

"Frankly Speaking."—After listening to Mr. Evelyn Waugh, under cross-examination by three sleuths in the B.B.C. feature above titled, I consoled myself with the reflection that there are advantages in anonymity. No doubt, a victim must be found regularly for this feature, and no doubt many a writer would rather have unfavourable publicity than none at all. For my part, I should hesitate to enter the dock. For the task set the victim is hard indeed. Who among us could sustain a character for consistency, for logic, for wisdom, for wit, after half an hour's drum-fire of questions on every subject under the sun and on every aspect of a man's private life? Mr. Waugh certainly showed signs of strain. A man of fifty is seldom as swift in riposte, as sure he is right, as anxious to publicise his witty and pointed judgments, as is a young man with an early reputation for cleverness to be sustained. After fifty, the average man often comes to doubt his own wisdom, to show some mercy to the "fools and fatheads" among whom he is compelled to live, to think more of the matter of his judgments than of the wit of their expression. Mr. Waugh at fifty in the B.B.C. dock was compelled to sustain the character of a brilliant and witty undergraduate, and it was as clear as paint that he is coming to agree with the dictum: "We are none of us infallible, not even the youngest of us." That B.B.C. feature sharply reminds us that under fire from a clever Q.C., the most honest, innocent witness seldom leaves the box without *some* stain on his character.

The Moon and Sixpence.—There is welcome news from America that in the first inter-global war we are not to be left unprepared and naked to our enemies. When we declare war on the Moon, we shall fire the first salvo with the most up-to-date weapon. Indeed, we may not go through the formality of a diplomatic declaration of war, and thereby secure the advantage of surprise. The "secret weapon" is a mortar no larger in diameter than a sixpenny-piece, but capable on impact with the Moon of making a flash brighter than 10,000 arc lamps, and presumably more destructive than a hydrogen bomb. The inventor is Professor Zwicky, a Bulgarian-Swiss-American, and he is all ready to poop off but for permission from the U.S. Government, which fears that the launching might prove dangerous, the launching site being a balloon floating above the Earth's atmosphere. It may be right. Meanwhile, the professors are not forgetting our own little earthly wars, and there is good news of a new weapon which will make atom bombs museum pieces. This is a nerve gas known as G.B. (not in honour of Great Britain). The formula is cheap, another great advantage; and three drops of it kill you in three minutes. You won't smell, taste or see it.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE FLEMISH EXHIBITION AT THE ROYAL ACADEMY

R. H. Wilenski, the Authority on Flemish Painting, Describes the Latest of the Great Art Exhibitions at Burlington House

A NOVEMBER SNOWFALL IN THE HEART OF SCOTLAND

A WINTRY SCENE ON THE PERTHSHIRE—ABERDEENSHIRE BORDER: The first snow of the winter season covers the road at the Devil's Elbow, on the Cairnwell Pass. The road is that which leads from Perth to Braemar and Aberdeen, and the awkward Devil's Elbow is situated on the steep descent which leads down from the Cairnwell Pass.

THE FUTURE OF THE ESSEX HOME OF LOUIS XVIII ASSURED

A NOTABLE EXAMPLE OF TUDOR DOMESTIC ARCHITECTURE: Gosfield Hall, near Halstead, Essex, which in 1951 was made the subject of a Building Preservation Order, is being purchased by Essex County Council for £14,000 upon instructions from the Minister of Town and Country Planning, to save it from being used for breeding pigs. The Hall, the west wing of which is seen in this picture, was built by Sir John Wentworth in 1545. The fine linenfold panelling of the Queen Elizabeth I gallery is typical of the residence of a noble of the reign of Henry VIII.

Gosfield Hall, which is being purchased by the Essex County Council, was the first mansion in that county to be made the subject of a Building Preservation Order under the Town and Country Planning Act of 1947. The west wing, considered to be one of the best remaining examples of Tudor domestic architecture, is all that remains of the original structure built by Sir John Wentworth towards the end of the reign of Henry VIII. The original building was built with brick and stone facing, and was quadrangular in plan. In the eighteenth century extensive alterations were made, and these, in turn, were followed by further modifications made by Earl Nugent and the Marquis of Buckingham, two later owners. The Royal Commission of the Historical Monuments of Essex described the condition of the house in 1911 as good, but that is hardly the case now. In the Second World War the Hall was used for military purposes, and has now been unoccupied for some years. Consequently it has fallen into a state of dilapidation, and until its proposed purchase by the Essex County Council its future was uncertain.

At the time of the Norman Conquest the lordship of Gosfield passed into the hands of the Vere family, and afterwards the estate was held in turn by the Clares, the Rolfes and the Wentworths. In recent years the house has been the property of a Braintree family. The park around the mansion is extensive and contains magnificent trees and a lake. It was at Gosfield that Louis XVIII found a temporary home during his life in England hither he came in 1807 after twelve years wandering about Europe:

The World's News in Pictures

POWER FROM THE PYRENEES

Reconstruction in Rotterdam and Warsaw: And Other Recent Events in Four Continents

A TOURIST CENTRE IN THE PYRENEES BECOMES THE SOURCE OF ELECTRIC POWER: The new power plant at Pragneres-Cap-de-Long, in the lower French Pyrenees, has now almost reached completion. This hydro-electric scheme derives its power from the famous waterfall in the Cirque de Gavarnie, which is well known to sightseers, and which will be able to supply water to four big pumps. The construction of the plant involved considerable difficulties. The rocky mountainside, on which had only been mule paths, became the scene of intense activity. There was little room for establishing houses or machinery, and concrete mixers and other heavy equipment were brought up by aerial lift. Due to the weather, work was only possible between June and October in each year, but this remarkable new power station was completed in three years.

PRINCE BERNHARD IN ETHIOPIA: Emperor Haile Se… Ethiopia greets Prince Bernhard of the Netherland… Imperial Palace at Addis Ababa. Prince Bernhard … arrived by air from Holland. He was spending fiv… Ethiopia as the guest of the Emperor. Prince … who was on a goodwill mission, called on the Cro… and leading Ministers in the capital. He also visit… and a Dutch sugar estate sixty miles from Addis A… recent years he has travelled in many parts of … on behalf of his country, and he has often played … large part in promoting the sale of Dutch products, mos… ably in the South American market, where his conta… with business men have often led to the opening up of neg… sions.

COURT PROCEEDINGS FOR HITLER'S DOODLES: Frau Anni Winter, a former housekeeper of Hitler's, talking to her lawyer, Dr. Reinecke, during a court hearing at Munich. Frau Winter is demanding the return of doodles Hitler made while telephoning, as well as other souvenirs which she says Hitler gave her when she was keeping his apartment house for him in Munich. The souvenirs, which include five water-colours painted by Hitler while he was serving in the Army in the First World War, were seized by the Bavarian Government in 1950.

A FUNERAL PROCESSION FOR A GRANDDAUGHTER OF QUEEN VICTORIA: The flag-draped coffin of Princess Irene of Prussia is carried on a horse-drawn cart from her country estate at Hemmelmark, near Kiel, to the family vault on the estate. Princess Irene, who died at the age of eighty-seven, was a granddaughter of Queen Victoria. Among the mourners were Queen Louise of Sweden, a niece of the Princess, and Prince Louis Ferdinand, head of the House of Hohenzollern. Princess Irene was a daughter of Princess Alice, who was the second daughter of Queen Victoria. She married her cousin, Prince Henry of Prussia, who was a brother of the ex-Emperor.

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AMERICA'S LATEST RESEARCH JET : The Douglas X-3 Flying Stiletto, which is still one of the United States' secret research aircraft, though it first flew on October 20, 1952. It has been designed and built by the Douglas Santa Monica Division under the joint sponsorship of the Air Force, the Army and the Navy. Little information about this aircraft has been released. It is intended to be the forerunner of aircraft capable of reaching extreme speeds and altitudes and has been designed to attain about 2,000 m.p.h. and a ceiling of over 200,000 ft. The X-3 is built of a number of new materials, including stainless steel and heat-resisting alloys. This is necessary owing to the tremendous temperatures due to air friction at extreme speeds. The plane is believed to be now powered by two Westinghouse J-40 jet engines, giving a total thrust of about 17,000 lb. At a later date the Douglas X-3 may be equipped with rockets to increase its performance. According to the United States Air Force, over sixty combinations of power-plants and configurations were considered during the plane's early stages of development.

THE FLYING STILETTO

America's Latest Research Jet Plane Designed to Fly at 2,000 m.p.h.

On left—

A HEAD-ON VIEW OF THE FLYING STILETTO : The air intakes for the jet engines on the Douglas X-3 can be seen on each side of the windows of the pilot's cockpit. It is 66 ft. long and the span is 22 ft. 8 ins. The Americans have not announced what speed the plane has reached. The world record of "about 1,500 miles an hour" was set up in 1951 by America's Bill Bridgeman in his Skyrocket. He flew at a height of 15 miles.

THE SCENE OF CANADA'S LATEST VENTURE IN ALUMINIUM PRODUCTION : The Kemano Construction Camp, looking east to the base of Mount Du Bose, with the Horetsky Creek Valley emerging in the middle distance. In this once obscure rainswept hinterland, south of Prince Rupert, on the north-west coast of British Columbia, the Aluminium Company of Canada is now developing its latest project, which will involve the building at near-by Kitimat of the biggest smelting plant in the world. Three times in the present century Canada's aluminium producers have changed their location, ever searching for new and cheaper sources of abundant power. The Kitimat smelter will have an ultimate installed capacity of 500,000 tons per annum ; but that achievement lies some years ahead.

THE POWER HOUSE AT KEMANO IS BEING BUILT INTO THE MOUNTAINSIDE, MAKING IT COMPLETELY BOMB-PROOF : This cavern, carved from the living rock, is 800 ft. long and 135 ft. high. To begin with, it will accommodate three generators each of 140,000 h.p. Additional generators will be added, and the cavern can be extended to 1,100 ft.

KITIMAT

CANADA'S NEW ALUMINIUM CAPITAL IN THE MAKING

Where the Duke of Edinburgh Will be Paying a Visit During the Coming Summer

When the Duke of Edinburgh visited Canada in 1951 with the Queen, then Princess Elizabeth, an arduous six-weeks tour was carried through from coast to coast, but no excursion was made into the hinterland, where Canada is now developing a new industrial empire. At the time, the Duke expressed a desire to see more of this great land, and promised to return as soon as possible. Accordingly, he has made a break in his summer programme for 1954, and he will fly to Canada on July 29, landing first at Ottawa and then crossing the prairies to Vancouver, where he will preside at the Empire Games.

After that the Royal visitor will leave the beaten track, and his first halt will be at Kitimat, where he will see aspects of the Nechako-Kitimat project of the Aluminium Company of Canada, a project which will eventually transform a rugged, uninhabited hinterland the size of Ireland, until lately occupied only by forest, mountain and grizzly bears, into an industrial colossus boasting the world's biggest aluminium smelter, the world's biggest single hydro-electric power house and a brand new British Columbian city. Kitimat will eventually produce 500,000 tons of aluminium per year, and it will probably make Canada the world's biggest producer of this feather-weight metal. This is really the most important development which British Columbia has seen since the first trans-continental railway forged a right-of-way through the Rockies in 1885.

By the time the Aluminium Company of Canada completes its project there—possibly in 1970—more than £225,000,000 will have been invested.

The Kitimat aluminium smelter is 50 miles from the power station, and the bauxite ore will be brought to British Columbia from Jamaica. Some 10,000 men have been working on the project. By 1970, 50,000 may be employed in this area, which is 400 miles north of Vancouver, near the Alaskan border.

The Duke may be there in time to see the first aluminium smelted at Kitimat and he may have to travel by helicopter, for there are few roads.

The first survey of the resources of the area was carried out by the Lands and Forests Department of the British Columbia Government in 1928. It was stopped by the slump, but another survey was started before the war.

It was Mr. Du Bose, a vice-president of the Aluminium Company of Canada, who explored the commercial possibilities of the area after the war and he had a 7,000-ft. mountain named after him. This mountain now has the largest underground power station in the world, carved out half a mile beneath the surface. The water will fall 2,400 ft. to the turbines—sixteen times the height of Niagara.

HELICOPTERS ARE PLAYING THEIR PART IN THE KITIMAT DEVELOPMENT: A load of gear being dropped for the use of workers preparing the ground on the mountain power line.

WITHIN THE MIGHTY CAVERN OF THE KEMANO POWER HOUSE: The concrete roof is complete and the rocky walls of the power house are now being lined with concrete, the shuttering for which is seen in position. Eventually there may be sixteen generators in the power house, having a total installed capacity of 2,240,000 h.p. *On left*—THE ALUMINIUM SMELTER AT KITIMAT: The buildings are well under way, and it is expected that aluminium ingot production will begin in the early summer of 1954. The first stage of this part of the Kitimat project will be an annual production of 90,000 tons of aluminium ingot per year.

THE KENNY DAM, NAMED IN TRIBUTE TO BRITISH COLUMBIA'S FORMER MINISTER OF LANDS AND FORESTS, WILL PROVIDE THE HYDRO-ELECTRIC POWER FOR THE KITIMAT PROJECT: The dam seals the eastern exit of the watershed in this upland wilderness. It will back the waters up in the Ootsa-Tahtsa chain of lakes, creating a natural reservoir 351 square miles in area, with its water surface 2,800 ft. above sea-level. The water will go from the Tahtsa Lake, head lake of the whole system, and will be carried by tunnel to the Kemano power house. From the power house, transmission lines will carry the power 50 miles over the mountains to the smelter.

ONE OF THE HIGHLAND BEAUTY SPOTS WHICH ATTRACT TOURISTS: The gorge at Glencoe, which is one of the sights of Argyllshire. One of the objects of Lord Malcolm Douglas-Hamilton's Highland Fund is to provide loans to finance the construction of tourist chalets and other suitable types of accommodation.

POTATO-FARMING IN THE WESTERN ISLES: All available labour is harnessed to the potato-picking in Lewis. This island in the Outer Hebrides has suffered much from depopulation in recent years, and it is hoped that with an agricultural expansion there and in other parts of the Scottish Highlands people will return.

A NEW PLAN FOR HIGHLAND DEVELOPMENT

Lord Malcolm Douglas-Hamilton Has Launched the Highland Fund, Through which it is Hoped to Give Practical Help Towards Revitalising the Highlands

An ambitious though practical scheme for the development of the Scottish Highlands has been launched by Lord Malcolm Douglas-Hamilton. His appeal for contributions to the Highland Fund has gone out to Scotsmen all over the world who value their national heritage, and who must view with alarm the ever-growing depopulation and economic disintegration of the Highlands. By means of the money which it is hoped to raise, practical aid can be given towards expanding existing industries and to developing new ones.

As Lord Malcolm has pointed out, progressive deterioration over the last 200 years has now reached the point where the Highlands, which cover a fifth of Britain, contain less than 1 per cent. of the population. For generations Highlanders have never really had a chance in their native land, and their opportunities have all lain in emigration south or overseas.

It is therefore planned to supplement financially what the Government is already doing to stimulate interest in the Highlands. So far the Government have embarked on large-scale projects, such as the hydro-electric power schemes and the plans for afforestation. The Highland Fund aims at giving direct financial aid to individuals rather than large enterprises, in the form of long-term, low-interest-bearing loans, somewhat on the lines of the "character loans" of the old Scottish banks.

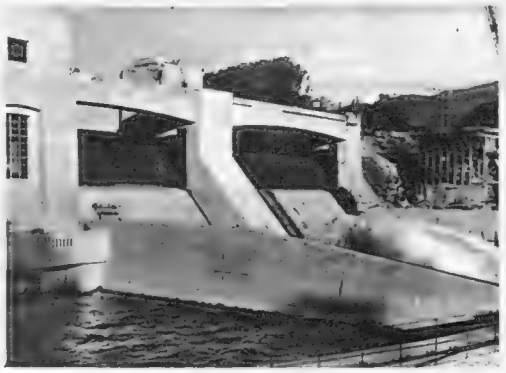
It is envisaged that those who will benefit most directly from the Highland Fund's loans will be individual crofters, fishermen and farmers. The first essentials towards a rebirth and expansion of Highland Agriculture are the restoration of fertility, including reclaiming land overgrown by bracken, improving land drainage, and farming marginal land. Already individual farmers and crofters have shown what can be accomplished by the use of modern techniques, machinery and fertilisers. It is hoped that moral and financial encouragement can be given to more of these enterprises. The fishing industry in the Highlands is one of the most prosperous, but it requires considerable expansion, especially in the arrangements for processing and marketing. In addition, it is hoped to give help towards the replacement of boats and equipment, supplementing the Government's grant to fishermen for that purpose. All these loans by the Fund will be made only to individuals of known integrity, whose projects are considered to have a good chance of success, for formal security will not be asked.

Perhaps the greatest natural assets of the Highlands are their beauty spots. Already tourists flock to the historic and lovely glens and mountains of Scotland, and to the lonely beauty of the Western Isles. But far more tourist trade could be attracted if there were more suitable accommodation for it. It is therefore proposed to make loans from the Highland Fund, to finance the construction of suitable hotel and other accommodation.

One of the most ambitious of the Fund's projects is the granting of capital assistance for the purpose of establishing small light industries where suitable plans are proposed. The important factor in the establishment of such industries is that the ratio of commodity value to weight should be high, because of the disadvantages of long-distance transport. With the ever-increasing electric power available, thanks to the work of the North of Scotland Hydro-Electric Board, an increasing number of industries can be established. An example of developing the natural resources of the land has only recently been set by the establishment of the Scottish Diatomite Company in the Isle of Skye. Here a modern industrial plant based on local resources is being set up, and there are many other commercially useful deposits awaiting similar development in the Highlands.

The Highland Fund will be administered by a council and board of advisers of distinguished Scots with a sound knowledge of the country, the people, and the needs of the Highlands, who are in a position to judge the merit of each case. It will co-operate with the existing bodies who are concerned with the development and welfare of the Scottish Highlands. Between them, they aim at giving this delightful part of Britain a new impetus and new encouragement in its fight for survival. The bold launching of the Highland Fund gives a practical lead to Highlanders and Scots in all parts of the world in preserving their identity and their individuality.

THE ENCROACHMENT OF BRACKEN WHICH MENACES HIGHLAND FARMING: This view of Loch Drunkie, near Aberfoyle, in Perthshire, looks picturesque with the bracken stretching down to the lake. Land overgrown by bracken is, however, one of the greatest factors hampering agriculture.



ELECTRIC POWER IS ONE ANSWER TO THE HIGHLAND PROBLEM: This dam at Pitlochry is one of the many projects of the Hydro-Electric Board for the industrial development of the Highlands and the improvement of living conditions.

FISHING BOATS IN LOCH BROOM AT ULLAPOOL: One-third of the fish landed in Britain come through Scottish ports. But many of the boats and much of the equipment used by Highland fishermen are in need of replacement, for which it is hoped that the Highland Fund will be able to give practical help.

On left—

A CROFTING COMMUNITY IN SKYE: These modern crofts at Uig are typical of the hundreds which have been deserted in past years throughout the Highlands. Many Highlanders have had to leave their homes and seek their fortune in the south or abroad.

The Royal Tour of Australia and New Zealand

A SPECIAL ILLUSTRATED SECTION OF "THE SPHERE" HERALDING THE TOUR UPON WHICH HER MAJESTY THE QUEEN AND THE DUKE OF EDINBURGH SET OUT ON NOVEMBER 23

THE RT. HON. S. G. HOLLAND : The Prime Minister of New Zealand.

A MESSAGE to "THE SPHERE" from the PRIME MINISTER of NEW ZEALAND

FOR NEW ZEALAND the impending visit of Her Majesty the Queen is even more than an opportunity to express loyalty to, and affection for, a beloved and admired monarch.

This visit is of the greatest historical significance. Her Majesty comes to us not only as the head of the British Commonwealth and Empire, but also as Queen of New Zealand—the first Sovereign to assume that title on accession, and the first reigning Sovereign to visit this country. Moreover, for the first time in our history a Session of the Parliament of this country will be opened by the reigning Sovereign in person.

The loyalty which New Zealanders have so often shown for the Crown in deeds has always been expressed most fervently on the occasion of previous Royal tours, and this visit gives us even greater cause for rejoicing.

It marks the beginning of a new era in the history of this country, which was at one time but a part of the Colony of New South Wales, later a separate Colony, then a Dominion in 1907, and now, as an independent nation which is proud to retain the title of Dominion of the British Empire and Commonwealth, is preparing to meet and do honour to its own Sovereign. The recent London to Christchurch Air Race has emphasised to New Zealanders the fact that distance no longer separates them from the far land they still call Home, and that lesson has made a very deep impression.

The Royal Tour, coming while that impression is still fresh, will link the Crown and the people of New Zealand more closely together—in a more personal, and therefore even stronger association than it has been in the past.

This visit will be the most important Royal occasion for New Zealand since Queen Victoria gave her assent to the signing of the Treaty of Waitangi in 1840. It will be the outward expression of New Zealand's maturity and sovereignty.

THE QUEEN AND HER PRIME MINISTERS : Her Majesty at a Buckingham Palace reception in 1952, with Mr. Holland (New Zealand), Sir Winston Churchill (Great Britain), Mr. Menzies (Australia) and Mr. St. Laurent (Canada). New Zealand and Australia are now eagerly preparing to receive the Queen and the Duke of Edinburgh, and in July-August of next year the Duke will be visiting Canada's Far North after attending the Empire Games in Vancouver.

ABOARD THE ROYAL TOUR SHIP S.S. "GOTHIC"

The Liner in which the Queen and the Duke of Edinburgh will Arrive at Auckland, on December 23, at the Start of Their Visit to New Zealand

THE S.S. "GOTHIC" SAILING DOWN CHANNEL AT THE START OF HER VOYAGE TO NEW ZEALAND : The Shaw Savill liner left London with about 6,300 tons of cargo, including steel sheets, salt, chemicals, motor-cars, newsprint and textiles which she will discharge in Wellington, New Zealand. The Queen and the Duke of Edinburgh arranged to fly to the West Indies at the start of their tour and to join the *Gothic* at Kingston, Jamaica, sailing in her through the Panama Canal and across the Pacific.

In 1951 the Shaw Savill liner *Gothic*, of 15,902 tons, was converted in Cammell Laird's yard at Birkenhead for the Royal Commonwealth Tour which was to be undertaken by King George VI and Queen Elizabeth, accompanied by Princess Margaret. Because of the state of the King's health the tour never started, and slight modifications were undertaken to fit the *Gothic* for the tour to Australia and New Zealand by Princess Elizabeth and the Duke of Edinburgh. For this second, substitute tour the *Gothic* actually sailed and arrived at Mombasa, where Their Royal Highnesses were to embark on February 7, 1952. Before this voyage started, however, King George had died, and the Queen flew immediately from East Africa to London to assume the throne. The *Gothic* eventually sailed for New Zealand in order to discharge her cargo, and on return to Britain she was partly reconverted to enable her to continue her normal trade. The Royal apartments were not included in this re-conversion, however, and so the *Gothic* was ready when the call came once again to serve the Royal Family. The *Gothic* took on part of her cargo for the present voyage in Liverpool and then came round to London to complete loading before setting out for the West Indies, where the Queen and the Duke of Edinburgh arranged to join her. The *Gothic* has ahead of her a programme of Royal tour duty which will take her right through to April 27, when the Queen and the Duke will leave her to continue home in part by air and (from Tobruk) in the Royal yacht *Britannia*.

THE ROYAL DINING-CABIN IN THE "GOTHIC" : This is on the starboard side of the liner and is a sub-division of the main dining-saloon used on normal voyages. On the port side there is a mess for the Royal Staff, ship's officers, the members of the Press and the B.B.C. The ship's main lounge has been similarly sub-divided.

On left—

THE DUKE OF EDINBURGH'S WRITING-DESK : It formerly belonged to the furnishings of the Royal yacht *Victoria and Albert* and was used by Queen Victoria.

THE ROYAL ANTE-ROOM : The room is air-conditioned and is most comfortably furnished. There is a small sitting-room for the Ladies-in-Waiting and a smoking-room for gentlemen of the Royal Household. In addition, the *Gothic's* verandah café has been converted for Royal use.

THE QUEEN'S DAY ROOM : The picture above shows one end of the cabin with her writing-desk, and (*on right*) are seen the luxurious settees in front of an open fireplace. The telephone on the Queen's desk will be linked with the shore whenever the *Gothic* is in port.

FIRST STOPS ON THE ROYAL TOUR

VISITING the CARIBBEAN and the PACIFIC

Bermuda, Jamaica, Fiji and Tonga, which are Being Visited by the Queen and the Duke of Edinburgh En Route to New Zealand

THE WHITE ROOF-TOPS OF HAMILTON : Bermuda's capital, where the Queen and the Duke of Edinburgh were greeted on November 24, after arriving by air at Kindley Field. The limestone roofs of Hamilton are kept sparkling white and clean because, by catching the rain, they provide Bermuda with her supplies of drinking water. Hamilton Harbour can receive large ocean-going ships which make fast to the wharves on Front Street, main thoroughfare of Hamilton. The large building in the foreground is the King Edward VII Memorial Hospital.

GOVERNMENT HOUSE, BERMUDA, WHERE THE QUEEN AND THE DUKE ARRANGED TO STAY BEFORE CONTINUING THEIR TOUR IN THE CARIBBEAN : Government House, which stands on the North Shore of Pembroke Parish overlooking Hamilton, Bermuda's capital city, is the official residence of H.E. Lieut.-General Sir Alexander Hood, the C.-in-C. and Governor of Bermuda. In 1942, during a visit to the Colony, Sir Winston Churchill planted a tree in the grounds of Government House. The Queen's visit was the first by a reigning British monarch.

A BRITISH COLONY IN MID-PACIFIC : This is Government House, Suva, Fiji, where the Queen and the Duke will be received by the Governor of Fiji and Lady Garvey. The Royal visitors will not sleep at Government House, returning each night to the *Gothic* in Suva harbour. The *Gothic* arrives at Suva on Thursday, December 17.

KING'S HOUSE, KINGSTON, JAMAICA : On arriving by air at Montego Bay from Bermuda, the Queen and the Duke planned to make an extensive drive before arriving at King's House, their headquarters. Their programme in Jamaica was exacting, but on November 27 they were able to go aboard the *Gothic* to enjoy a well-earned rest.

QUEEN SALOTE OF TONGA WHO WILL BE HOST TO THE ROYAL VISITORS : The Queen of Tonga reviewing troops on the palm-fringed parade-ground at Nukualofa. Queen Elizabeth and the Duke of Edinburgh fly from Fiji to Nukualofa, where they will spend two days before rejoining the *Gothic*. One of their first acts will be to attend a combined Anglican and Wesleyan service after laying a wreath on Tonga's War Memorial. Queen Salote, who was received with such acclaim by the Coronation crowds in London, has reigned in Tonga since the death of her father, George II, in 1918.

TONGA'S GLORIOUSLY SITUATED CAPITAL : Nukualofa, with its deep-water jetty stretching out into the sea. The Tonga Islands were called the Friendly Islands by Captain Cook, who named them in 1773 on account of the courteous behaviour of the inhabitants. Tasman first touched there in 1643.

NEW ZEALAND THROUGH NINE REIGNS

The Story of Her Strides Towards Nationhood from the Days of the Maori Wars, Into the Colonial Period, and So to Modern Times When She is the Free and Equal Partner in the Great Family of Nations

By A. T. CAMPBELL

SINCE Captain Cook circumnavigated New Zealand in 1769 and claimed the country for the British Crown, nine Kings and Queens have reigned over Great Britain and the Empire. At the time of Cook's voyage, England under George III was in the throes of the Industrial Revolution and her imperial energies were directed elsewhere, particularly to the North American continent and glamorous dreams of trade with India and the East. The Empire and Commonwealth as we know it to-day had in no sense taken shape. Far from causing any interest in the potentialities of New Zealand and Australia arising from Cook's three great voyages, the loss of the old colonies on the seaboard of North America retarded the faith in Empire. Colonies went out of favour and the green lands of New Zealand, the domain of the Maori, were to remain almost unknown for another fifty years.

THE GREATEST NEW ZEALANDER OF THEM ALL: Richard John Seddon (1845-1906), who was born near St. Helens, Lancs., emigrated to Australia and then settled in New Zealand's Westland. He became Premier in 1893, and from then until his death was practically the ruler of the country. Seddon was deeply beloved.

From the turn of 1800 until 1840, during which George IV and William IV reigned, New Zealand was merely a haven for the repair of sailing vessels plying in Pacific waters, or of whalers and sealers—ships which were often manned by tough and callous crews. These were an undesirable impact on such a fine Polynesian race as the Maori, who by their intrepid voyages across the turbulent Pacific in the fourteenth century had proved themselves to be an adventurous people. It was the Maori who gave to New Zealand the picturesque name of Ao-tea-roa, "The Land of the Long White Cloud," and one of their old proverbs:

The waves of the ocean are breasted by the brow of a canoe.
The waves of man are surmounted by human courage.

expresses the sterling courage with which they faced life.

Before the arrival of Cook the Maoris had spread to many parts of New Zealand, but more particularly to the warmer areas of the North Island, where they had increased in population and now considered the land their own. Those who first came in contact with them were impressed with their fine physique, their intelligence and the strength of their social organisation which, for a Stone-Age people, was highly developed. They were a fierce, vigorous people, filled with gaiety and zest. In 1814 the first event of great significance in the development of the country occurred when Samuel Marsden held the first Christian service at the Bay of Islands on Christmas Day. Appropriate was his text: "Behold, I bring you glad tidings of great joy." The efforts of the missionaries in the early decades of the nineteenth century set up a buffer between the Maoris and the more rapacious sailors, but the gradual increase of white settlers, followed by incidents and atrocities that arose between the Maoris and the worst types, led to a continued agitation by the mission authorities in London for the British Government to protect the Maoris. After much dalliance responsibility for protection was accepted, first by the appointment of a British Resident in 1832 and then by the historic Treaty of Waitangi in 1840. An interest by the French in settling New Zealand also hastened official recognition. In the Treaty document, unique among British treaties with native people, the Maori chiefs acknowledged the sovereignty of the young Queen Victoria and accepted the rights and privileges of British subjects. In return they were promised full, exclusive and undisputed possession of their lands and estates, forests and fisheries. Thus three years after the beginning of Victoria's reign New Zealand became a formal part of the Empire.

In the 1840's and '50's leaders of the Colonial Reform Movement in Britain, headed by Edward Gibbon Wakefield, were preparing plans for British settlements in the new country on the lines of Wakefield's treatise, "The Art of Colonisation." Such was their influence that New Zealand became a colony, settled by planned migration, of alert and enterprising men and women who carried to the new country the British pattern of life, British institutions and ideas of democratic government. The first Church of England settlement in the Empire was established in Canterbury, and a Presbyterian Church settlement sprang up in Otago. In Wellington, Taranaki and Nelson settlements were formed by the New Zealand Company, a private venture sponsored by Wakefield.

New Zealand thus became a model colony, and it is not surprising that the settlers should have received full powers of government as early as 1852, only twelve years after the Treaty of Waitangi.

The only jarring note occurred in the '60's. Virile as they were, the Maoris suffered shattering blows in their first contact with the whites. Not only drink and firearms, which made their national pastime of war a deadly one, but disease took its toll. Under the missionaries many Maoris had become good carpenters, labourers and farmers, the mission schools spread the Christian faith rapidly as well as teaching a large proportion to read and write. In their culture, however, there was an inevitable weakening of the old Maori life. Their century-old values toppled in the face of a new money economy and to them there often seemed a strange contradiction in the ways of professing Christians and the principles and practices of Europeans. The burning question was one of land. The Treaty of Waitangi had guaranteed them their possessions, but the land hunger of the white settlers was a continued pressure, and by the '60's many Maoris realised their age-long heritage was being rapidly dissipated.

In an endeavour to prevent this and to find a common leadership which they lacked under their tribal organisation, a Maori King movement sprang up—a movement designed pro-Maori as much as anti-white. It was among the most promising of the efforts of the Maori to organise himself, but the hot blood among the Maoris and intolerance among the whites frustrated the wisdom of leaders on both sides. Between 1860 and 1870 there was a long-drawn-out, exhausting war in which Colonial troops were involved, and in which opinions were divided among Maori as well as white. The Maori people emerged with a magnificent military reputation and an unbroken spirit, but the land was opened up to the white settlers in the North Island. The lights of Heaven were darkened for the second time for the Maoris and until 1900 they released their grip on life and to many it seemed that time would merely smooth the dying pillow of a courageous people.

It was in the closing stages of the war that New Zealand received her first Royal visitor, H.R.H. the Duke of Edinburgh, the second son of Queen Victoria. He arrived in H.M.S. *Galatea* in 1869, and during his stay of nearly three months he was widely feted.

The growth towards nationhood in the remainder of the reign of Queen Victoria, the enormous expansion of British industrial power and the decline of her agriculture, helped to determine the pattern of New Zealand's future development. The successful application of refrigeration to cargo ships in 1882 opened the vast market of Britain to farmers, and the great seaborne trade in lamb, butter, cheese and wool upon which New Zealand's prosperity depends to-day was begun. The latter half of the reign also saw the beginning of imperial consultation. At this time problems of Empire defence, economic ties and sentiment, acted on all members of the Empire, but on none so powerfully as New Zealand. Of special memory to the older generation is the Jubilee of Queen Victoria in 1897.

BUILDING ONE OF THE GREAT DAMS ON THE WAIKATO RIVER: Work in progress on a mighty hydro-electric undertaking. In all, ten dams are being built on this North Island river, and each of the ten generating stations will use the same water. The total output of electrical power will be over 1,000,000 h.p., helping measurably to meet New Zealand's immediate power needs both on the farms and in her growing secondary industries.

A LAND OF SMILING FARMS BENEATH A SPECTACULAR MOUNTAIN LANDSCAPE: Cattle on their way homeward at milking time on a station in the Taranaki, with snow-capped Mount Egmont looming in the distance. The Queen and the Duke of Edinburgh will be in the Taranaki in the second week of January, staying at New Plymouth on the night of January 8. In the early days of New Zealand settlements, the land-hungry European settlers on the coastal fringe about New Plymouth went to war with the native tribes of the Taranaki. With their faces to the Maoris and the forests and their backs to the sea, the settlers were at first in grave difficulties, and Regular soldiers had to be brought in from Australia. To-day Maori and Pakeha live in close understanding in the Taranaki, New Zealand's richest dairying land.

which was celebrated with great rejoicing. That great, rugged imperialist and pioneer of social welfare legislation, Richard John Seddon, "King Dick," as he was known to New Zealanders, represented the country at the celebrations in London as New Zealand's Premier. It was but two years later that New Zealanders demonstrated their loyalty by sending a contingent to the Boer War. A further notable Royal event was the second visit of Royalty, for in 1901 the Duke and Duchess of Cornwall, later King George V and Queen Mary, travelled to the country and were received with deep affection.

In the reign of Edward VII New Zealand became a Dominion by Royal Proclamation in 1907. This reign also saw the heyday of liberalism in New Zealand and the laying of the foundation of a system of social welfare which has won the admiration of many other countries. Liberal administrations attempted to regulate the relations between labour and capital by arbitration and conciliation, instituted pensions for the aged and for miners, and, above all, gave the vote to women. Land reform also gave the country a hearty boost. Just before World War I, however, the liberal stream of government exhausted itself, but not before a system of greater social justice had become ingrained into the community.

The famous Truby King system of baby welfare, medical examinations for schoolchildren, and a more liberal education scheme were examples of this, but the new doctrine meant a steady increase in money spent on social services and the State's steady intervention in the life of the people, generally on humanitarian grounds. It was advances such as these which gave New Zealand the reputation of being the social laboratory of the world.

Four years after George V came to the Throne, New Zealanders were again fighting abroad in many theatres of the great struggle. Their deeds on Gallipoli have become enshrined in the nation; and a high reputation was also gained in Mesopotamia and France. It was logical that after such gallant efforts New Zealand should broaden her interests in the international field. She became an ardent supporter of the League of Nations and her voice was heard for the first time on the world rostrum. In the '30's she showed that she was ready to take an independent view by her attitude in the dispute between Italy and Abyssinia when she supported Sanctions against Italian aggression.

Three times in the post-war period New Zealand was honoured by further Royal visits. In 1921 the Prince of Wales, later Edward VIII, was received with great enthusiasm in the course of a world tour. In 1927 there came the visit of the Duke and Duchess of York, later King George VI and Queen Elizabeth, and in 1934 a tour by the Duke and Duchess of Gloucester. It was a period which saw the strengthening of Empire bonds, a tremendous growth in the popular esteem in which the Royal Family was held, and in which the wider obligations of the international world were recognised.

Economically the country had steadily increased in prosperity and during the '20's she established a position as a leading supplier to Britain of foodstuffs, mainly butter, cheese, lamb and fruit, and wool was no less important. Each successive decade has seen an ever-increasing stream of food products exported to feed Britain. In the social field there was no wealthy aristocracy or downtrodden proletariat, but an atmosphere of "Jack's as good as his master," a sentimental kindness and a faith that good times were always round the corner. The country's economic prosperity developed in a tradition of equalitarianism and popular sentiment and political actions pressed in the same direction. The Maoris increased in numbers and played their full part as equal citizens. But even in a small country on the rim of the Pacific, the world depression of the '30's was to hit like a thunderclap. A quick realisation came that neither faith nor charity could shelter the country from storms of economic upheaval abroad. Mass unemployment, farmers in difficulty, followed, and the desperate remedy of attempting to cut the economic coat to fit the cloth gave the same miserable times as were experienced in Europe and America.

By the time the mantle of kingship had been laid on George VI in 1937, economic recovery had begun, but the blizzard of the depression had swept from office a Conservative farmers' Government and the administration now rested with New Zealand's first Labour Government. They, with a recovery programme, interestingly comparable with Roosevelt's New Deal, set to work, largely through vigorous public works, to re-invigorate the country and restore the equilibrium. Only three years passed, however, when the second war broke out and once more New Zealand rallied to Britain's side—the first to do so.

While the great conflict raged, "Kiwi" soldiers, sailors and airmen, both Pakeha and Maori, won the sincere admiration of both allies and enemies for their bravery and resourcefulness. The performances of the New Zealand Division, led by Lieut.-General Freyberg, V.C., in Greece, Crete, the Western Desert and Italy, added to the battle honours of New Zealand, while the skies of Britain saw New Zealand fighter pilots in that dark summer of 1940, and later in command of bombers as revenge was hurled at enemy territory in Europe. On the sea, help was freely offered. The onslaught of Japan in the Pacific saw a new and dangerous peril, but New Zealand unflinchingly kept her troops in the Western Desert and, by draining her manpower resources, raised a further Division to fight in the new terrain of Pacific Island warfare. For the first time also, foreign, but fortunately allied, troops were stationed in the country, as the United States used it as a base for stemming the tide of the Japanese onslaught.

MICHAEL JOSEPH SAVAGE, NEW ZEALAND'S FIRST LABOUR PREMIER: Mr. Savage, the son of a farmer at Benalla, Australia, went to New Zealand in 1907 to work as a miner. He was chosen M.P. for West Auckland in 1919 and he took office as Premier and Foreign Minister in 1935, paying much attention to the social services. Mr. Savage died in office during the war, in 1940.

Sharing the burden in war once more emphasised the lesson of sharing responsibility in peace, and in the remaining years of George VI's reign New Zealand took her share of added international responsibilities. But however ardent the support of the United Nations and the realisation of the need of the friendship of the United States in keeping the peace in the Pacific area, the attachment of New Zealand to Britain, the Empire and Commonwealth has grown stronger. To New Zealanders, as to other peoples of the Commonwealth family, this association is not an abstract idea of political theorists, but a living entity where the Crown is more than a symbol.

It was the feeling of personal regard for the Sovereign, George VI, and his young family in particular, that sharpened the disappointment of all New Zealanders when their beloved King was forced by ill-health to cancel the projected tours of 1948 and 1950. And their sorrow at his death was as much for the loss of a friend as for a King.

In the gladness of the new Coronation time, New Zealand joined with the Empire in rejoicing at this great event. The Prime Minister, other political leaders, a contingent representing the pride of the armed services, together with thousands of other New Zealanders, journeyed across the oceans to London to demonstrate their loyalty and affection.

And now it is with eager anticipation that every man, woman and child awaits the moment when Her Majesty Queen Elizabeth II, "By the Grace of God, of the United Kingdom, New Zealand, and Her other Realms and Territories, Queen, Head of the Commonwealth, Defender of the Faith," sets foot on the shores of New Zealand, the first reigning monarch ever to do so.

C

NEW ZEALAND'S VARIED SCENE

A Land which is Making Increasing Use of Her Mighty Resources

New Zealand, like her vast Australian neighbour, is a nation in the midst of momentous changes. In the post-war years her whole economy has gone into higher gear, and now in 1953, 101 years after the Mother Country granted her self-government, paving the way for a full parliamentary system, this model of democracy is on the threshold of industrial maturity. The Queen and the Duke of Edinburgh will see a great deal to delight them in New Zealand's varied sights and scenes, and they will see also how New Zealand's new maturity covers every phase of industry. New Zealanders, long accustomed to buying clothing made from cloth supplied by New Zealand mills and to buying New Zealand-made hosiery, furniture and processed goods, can now buy New Zealand-made ties, plastics, paints, wrapping papers, radios and refrigerators. Here is a land that is indeed on the clearly marked road to self-sufficiency, and only lately she has carried the process yet a stage further with her decision to create a great newsprint industry to absorb the products of her State forests and to save her the costly dollar purchases she has had to make in the North American market. The pictures on these pages only indicate a fraction of this development in this, one of the most virile nations of the British Commonwealth, where vast water resources, not to mention geo-thermal power, are at the command of the people.

"GOD GIRT HER ABOUT WITH THE BREEZES": Sailing boats and motor craft in Auckland Harbour, where there are truly wonderful opportunities for those who take their pleasure on the sea. Farther round the coast in the Bay of Plenty there are also great opportunities for the big-game fisherman, a sport that the late Zane Grey did much to popularise in New Zealand.

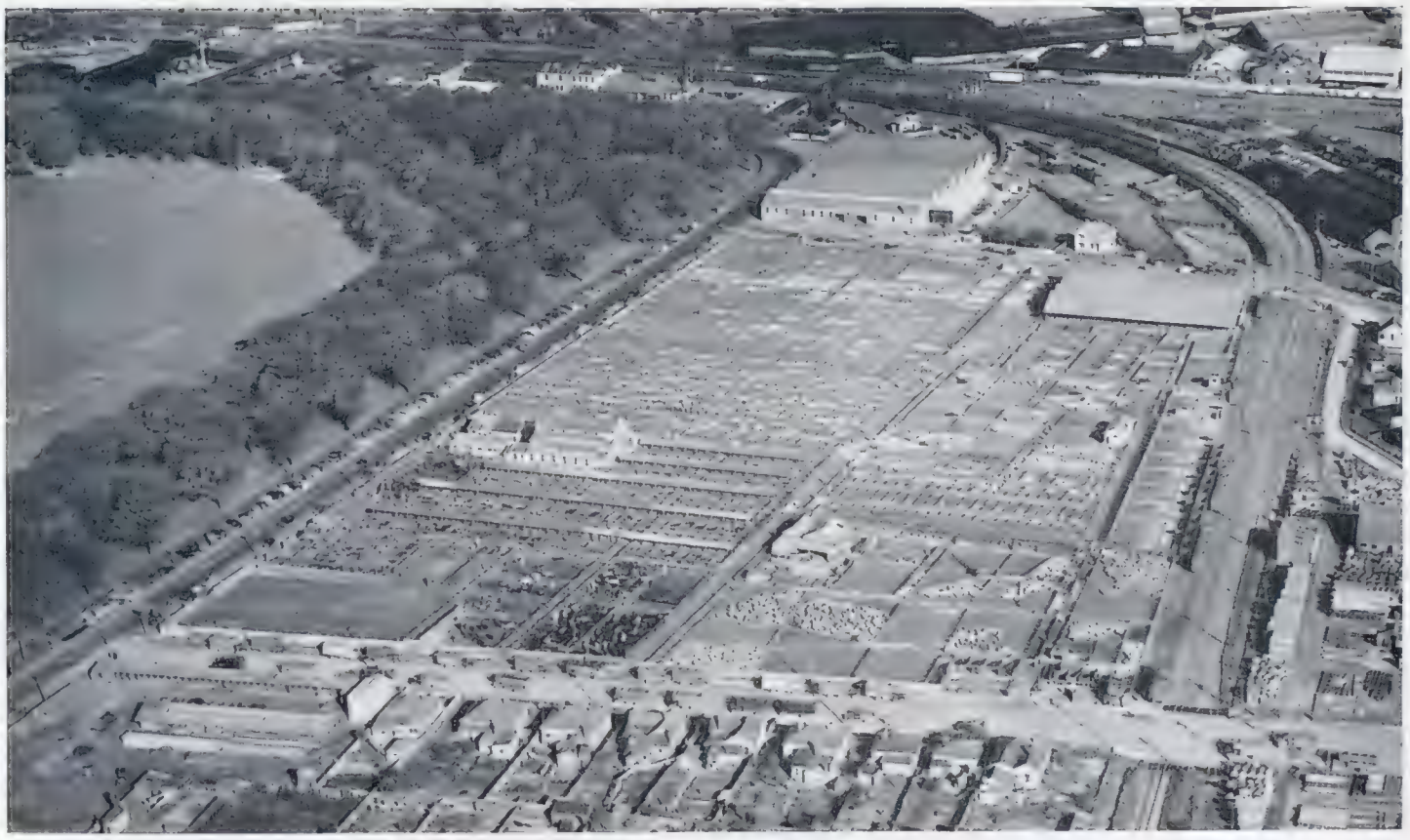
THE FORD FACTORY IN THE HUTT VALLEY, WHICH WILL BE VISITED BY THE QUEEN DURING HER STAY IN WELLINGTON: This aerial view shows the great assembly factory, and also a number of other important industrial undertakings. After visiting the factory on January 11, Her Majesty will make a drive through Lower Hutt.

EXPLOITING GEO-THERMAL POWER IN THE NORTH ISLAND: This is one of the dry steam bores made at Wairakei by scientists who have been investigating the possibilities of using the natural steam for generating electricity. During the tests a bore of this kind ran for seven months before the scientists finally turned it off.

THE RICH PROVINCE OF CANTERBURY—THE GREAT SHEEP-RAISING AREA OF THE SOUTH ISLAND: *Left*—Bringing sheep in for shearing at Eskead. *Right*—An irrigation canal designed to develop the sheep country round Ashburton. On January 22 the Queen will motor from Christchurch to Ashburton, and she will have a very full opportunity of seeing the life of this rich grazing area. Afterwards she will go on to Longbeach for a week-end holiday break before continuing southwards towards Dunedin.

THE MIGHTY WAIKATO POWER CHAIN : This sketch-map looking south towards Lake Taupo and the source of the Waikato River shows the power stations and dams built, building or projected in this vast undertaking which will provide the North Island of New Zealand with much of the electric power she needs until she taps her geothermal resources. The first of the power stations to be completed was at Arapuni, which lies in a picturesque gorge south of Cambridge. After Arapuni came Karapiro—the power station which the Queen will see. This was a product of New Zealand's war effort. After that came Great Maraetai, the largest of them all. The Waikato is the principal river of the North Island. Between the Upper Waikato and Ruapehu, the volcanic peak shown in the background, lies the very mountainous and picturesque King country.

THE LARGEST DRIED MILK FACTORY IN THE WORLD AT WAITOA : The factory is in the Auckland Province, near Thames, and about twenty-seven miles from Hamilton. The Royal visitors will go to Hamilton during the course of their tour, and they will have an ample opportunity of seeing the great productivity of this north-central area of the North Island, and also the sources of hydro-electric power.



On right—

THE ADDINGTON STOCK SALE-YARDS IN CHRISTCHURCH : The sale-yards stand near Addington Station and into the lairages pour stock from throughout the Province of Canterbury, of which Christchurch is the capital. The Queen arrives at Christchurch on January 18 and on the third day of her stay she will attend the races at Addington. Christchurch was founded in 1851 by the Canterbury Association of the Church of England. Tanning, butter-making and the manufacture of clothing are among the industries of Christchurch, which has a population of about 150,000.

On right—

A STATE FOREST AND MILL NEAR ROTORUA—AN AIR VIEW OF TERRAIN WHICH THE QUEEN AND THE DUKE OF EDINBURGH WILL TRAVEL ACROSS BY AIR : Exhaustive tests have been carried out in New Zealand's State Forests and it has been established that the softwoods are well suited for the manufacture of newsprint, kraft and other papers. In recent years the New Zealand Government has given increasing thought to the development of her State forests and only lately she has decided to establish a newsprint, pulp and timber industry based on the Kaingaroa State Forest, in the North Island. The industry will supply New Zealand's own large newsprint needs, and a substantial surplus for export should go to meet the needs of her Australian neighbour. To this great scheme the New Zealand Government gave its official blessing last year when it authorised the registration of the new Tasman Paper and Pulp Company.

The Royal Tour of AUSTRALIA AND NEW ZEALAND

Darwin

Gulf of Carpentaria

Wyndham

Derby

INDIAN OCEAN

NORTHERN TERRITORY

Cloncurry

Mt. Isa

Alice Springs

Charlotte Waters

WESTERN AUSTRALIA

Carnarvon

SOUTH AUSTRALIA

LAKE EYRE

Geraldton

TO CEYLON IN S.S. "GOTHIC"

KALGOORLIE

Woomera

LAKE TORRENS

LAKE GAIRDNER

Northam

PERTH

York

Guildford

Iron Knob

Whyalla

FREMANTLE
DEPART APRIL 1

Great Australian Bight

Renmark

Busselton

Albany

Port Lincoln

ADELAIDE

SOUTHERN OCEAN

Mt. Gambier

Leslie S. Haywood

S.S. "Gothic"

MILES

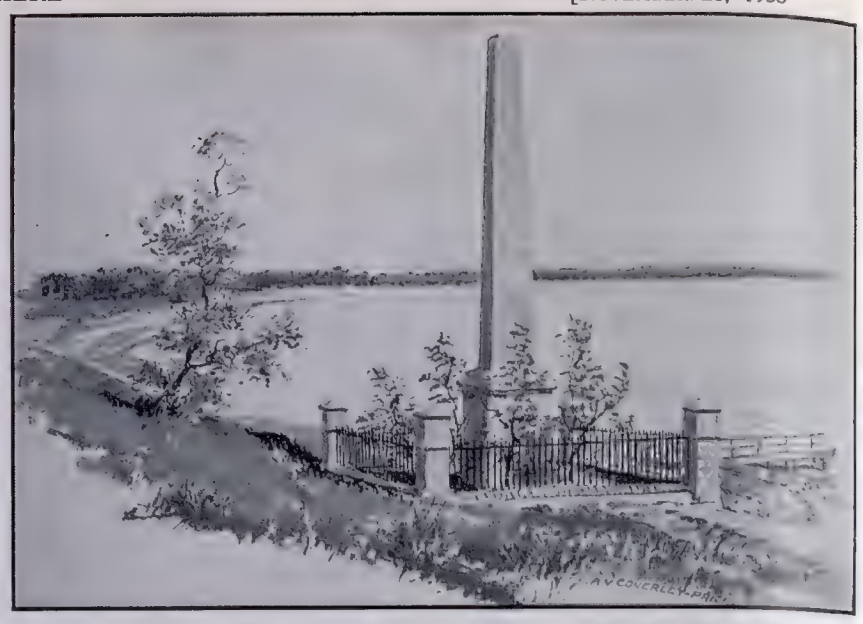
0 50 100 200 300 400 500

BRITISH ISLES
EUROPE
ASIA
NORTH AMERICA
BRITISH ISLES
MALTA
GIBRALTAR
TOBRUK
ADEN
AFRICA
UGANDA
CEYLON
Indian Ocean
COCOS Is.
Pacific Ocean
FIJI
TONGA
AUSTRALIA
NEW ZEALAND
BERMUDAS
JAMAICA
PANAMA
SOUTH AMERICA
Atlantic Ocean
AFRICA
KEY
BY AIR
BY SEA
S.S. GOTHIC.
R.Y. BRITANNIA
Coral Sea
Cooktown
Cairns
Great Barrier Reef
Townsville
INCLUDING TRIP TO BARRIER REEF
Mackay
ROCKHAMPTON
Bundaberg
Charleville
Toowoomba
BRISBANE
PACIFIC OCEAN
FROM MELBOURNE
Lismore
Casino
NEW SOUTH WALES
Dubbo
Bowenfells
Lithgow
BATHURST
NEWCASTLE
Katoomba
SYDNEY
ARR. FEB. 3
AUSTRALIAN CAPITAL TERRITORY
Wollongong
CANBERRA
BENDIGO
Benalla
MELBOURNE
Warburton
Sale
Traralgon
Yallourn
Narragul
TO HOBART IN S.S. "GOTHIC"
FROM BLUFF IN S.S. "GOTHIC"
TO MELBOURNE
Wynyard
Burnie
Ulverstone
Devonport
LAUNCESTON
Cressy
HOBART
TASMANIA
TASMAN SEA.
KEY TO ROUTES
BY SEA
BY AIR
BY CAR
BY TRAIN
FROM TONGA IN S.S. "GOTHIC"
Kaikohe
Whangarei
Warkworth
Devonport
AUCKLAND
ARRIVE DEC. 25
Pukekohe
Bay of Plenty
Huntly
Hamilton
Cambridge
Rotorua
GISBORNE
Tirau
Te Awamutu
Te Kuiti
North Island
Hawke's Bay
NEW PLYMOUTH
NAPIER
Stratford
Hawera
Patea
Hastings
Aramoho
Waipukurau
Wanganui
Dannevirke
Marton
Woodville
Palmerston N.
Paraparaumu
Masterton
Carterton
Trentham
Greytown
Featherston
Petone
WELLINGTON
NELSON
Blenheim
TASMAN SEA
Westport
Greymouth
Hokitika
CHRISTCHURCH
Ashburton
Longbeach
Timaru
South Island
Oamaru
Palmerston
DUNEDIN
Milton
Gore
Balclutha
INVERCARGILL
TO SYDNEY IN S.S. "GOTHIC"
BLUFF
DEP. JAN. 30
MILES
0 50 100 150 200

AUSTRALIA'S MARCH TO NATIONHOOD

An Account of the Fair Land where the Queen and the Duke of Edinburgh Will Arrive on February 3, 1954, at the Conclusion of Their New Zealand Tour

By J. F. CAIRNS



BOTANY BAY—THE FIRST LANDING-PLACE OF CAPTAIN COOK ON THE MAINLAND OF AUSTRALIA : Although Cook reported that Botany Bay was suitable for settlement it was soon found that Port Jackson (Sydney Harbour), the finest harbour in the world, offered better prospects. Cook reported at Botany Bay that he saw there "as fine meadow as ever was seen," but no one has been able to see it since.

AUSTRALIA has grown more rapidly than any country except the United States of America and Canada. This is indeed remarkable, for her resources are low compared to those of the North American lands. The sight of Australia on the world map is deceiving—the greater part of her 3,000,000 square miles is unable directly to support civilised life.

The existence of *Terra Australis* was suspected for centuries. But vast oceans, fears of the torrid zone and of being cast ashore on dangerous coasts by prevailing winds meant that it was not until 1770 that Captain James Cook reached the attractive east coast. In fact, Australian settlement came about partly because she was so distant from Europe. The First Fleet under Captain Arthur Phillip left Portsmouth on May 13, 1787. The sole reason for its departure was to allow persons convicted in England to be transported to provide a deterrent of crime and to reduce the cost and trouble of keeping them in English gaols. Phillip believed the gaol at Botany Bay would become "the most valuable acquisition Great Britain ever made," but the idea was shared by very few people.

New South Wales was "forest clad, unkempt, uncanny and unknown," but despite an increase in neglect of it caused by the Napoleonic wars, it soon grew. It was at first to be a peasant economy. Freed and emancipated convicts were granted thirty acres, and a bit more if they had families. But between 1793 and 1795, in the absence of a Governor, civil and military officers gained a monopoly of imports and of grain and meat supplies to the Government commissariat. From this they became a wealthy and powerful group. Its leading figure, John Macarthur, accumulated over £20,000 in ten years, and became a threat to British policy.

About 180,000 convicts were sent to Australia between 1787 and 1868. Many were petty offenders—the thefts of the women convicts in the first fleet averaged 18s. 5½d. Many children were sent—one boy was so young he could not dress himself. Many were punished for their political opinions and for efforts to improve living conditions in England. But there were some properly described as "complete rascals" and "the most infamous of mankind." From the beginning Australia was a land of opportunity. The conduct of the convicts was as good, and they made as much progress as the free members of the community. By 1860 almost all "convict-taint" had disappeared.

CAPTAIN JAMES COOK : Born in 1728, the son of a Yorkshire farm labourer, he became one of the pioneers of the Pacific world. Cook's greatest achievement was his charting of the New Holland (Australian) coast and taking possession of it in the name of the King.

In 1804 John Macarthur obtained five sheep from the Royal Stud at Kew and returned with them and a grant of land of 5,000 acres. This was the foundation of wool-growing in Australia. But Macarthur was impatient. He led the revolt against Governor Bligh in 1808 and was exiled to England for eight years. This upset his plans and delayed the growth of wool. In the meantime, Governor Macquarie redressed the balance of power by improving the position of the emancipated convicts and small free settlers against the powerful and wealthy civil and military officers. But by the end of Macquarie's term, New South Wales was equipped to become both a great wool grower and a free community with a political life and democratic methods. Growth in the 1830's and 1840's was rapid. The discovery of gold in 1851 is often thought to have made Australia a nation and to have given her democracy. But it was of more immediate economic than political importance. In 1850 the Australian Colonies Government Act gave the colonies power to design their own constitutions and was a mark of their political development. But it was not until after gold discoveries that they obtained full economic powers of government.

Exploration is the dramatic side of Australian history. Relentlessly the great continent was opened by the efforts of Oxley, Cunningham, Hume, Hovell, Sturt, Mitchell, Eyre, Leichardt, Stuart, Burke, Wills and thousands of others. The courage, tenacity and imagination of Australian explorers were repeated over and over again.

As the land was opened up it was occupied or claimed for occupation. Soon after his arrival in 1840, Governor Gipps was faced with the problem of balancing present and future needs, of acting "as a trustee for the population of the future." But before long most of the usable land was held in freehold or under licence by the "squatters." It was into this situation that the gold-lured hundreds of thousands came.

In 1850 the population of New South Wales and Victoria was 265,503, but by 1860 it had become 886,393. Soon it was no longer possible to find gold on the surface. Deep shafts had to be sunk and costly machinery was needed for crushing quartz. The Eureka revolt in 1854 was in part a protest against these economic changes and against maladministration of the law. Soon thousands of men trekked over the country seeking work and the land was tied up. So began the great campaign "to unlock the land" which filled so much of the economic and political history of Australia in the next thirty years.

These were the years of the last and most dramatic of the bushrangers. They were natural to Australia. When so many convicts worked under supervision and the lash, the bush meant freedom. But in the later stages the bushrangers did not have this convict background. Romance has been built up around some of them—Ned Kelly is seen as a sort of Robin Hood, almost as the natural Australian attitude to authority. Many of the police were vicious and unfair, fraud was rife in the great land grab, but the bushrangers were not romantic types nor representative of the people. They were tough and ruthless, but existing in a tough and ruthless environment.

The '60's saw the Australian colonies beginning the long climb of industrial development. Gold-won prosperity had evaporated in rapid consumption and overseas trade. But now men were so numerous and opportunities so few that long depression was the fate of the country. Trade unions, the first in the world to gain an eight-hour day, went out of existence.

The imagination of Sir Hercules Robinson, Governor of New South Wales, was the symbol of a force which raised Australia from depression. He saw that here, roads and railways must *precede* development. And so the expansion began. It rose slowly through the '70's, raced into the '80's to break into a fantastic boom at the end. Then came the crisis—labour and capital locked in great strikes and lock-outs. Economic development was retarded and labour formed a permanent political party greatly to influence all aspects of the future.

Hardly had New South Wales been separated from Victoria than the need for a nation was recognised. But parochialism and the "lion in the path"—tariffs in Victoria and free trade in New South Wales—delayed this constitutional choice for fifty years until an economic structure of roads, railways, ships and trade made one unit out of several colonies. The Commonwealth of Australia came in 1901 more as a response to economic maturity than to the emotions.

The first Commonwealth Parliament was an assembly of the outstanding men of the past forty years. There were no party alignments, but equally as much no policy. The first positive results came in a remarkable coalition between Labour and the Protectionists. This was a plan to establish a high tariff associated with a plan to "ensure a fair share of the profits of protected industry" to wage-earners by a "fair and reasonable wage" determined by the Court of Conciliation and Arbitration. In this "New Protection" as it was called, the main lines of Australian economic and social development were laid down.

Hardly was this achieved than the drums of war in Europe were heard. Australia's recognition among the nations of the world came when her lean young men, fresh with the tan of her sunlit plains, scaled the cliffs of Gallipoli in April 1915. Australia's war

SYDNEY IN EARLIER DAYS : *Left*—Hyde Park when the horse-bus and the hansom cab still flourished. *Right*—Bridge Street in the late nineteenth century. The original reservation of Hyde Park as a public place was due to Governor Macquarie, a man of abounding energy, and perhaps the most celebrated of all the early Australian administrators. The site of the old town of Sydney, five miles from the harbour entrance at the head of Sydney Cove, was chosen because it was near a limpid stream of water. The first civil architect of Sydney was Francis Greenway, who received encouragement from Macquarie. If Greenway had had his way Sydney would not have been given the narrow and irregular streets which the commercial vandals, acting as their own architects, imposed upon her, and, indeed, he visualised a splendid city, with broad streets radiating nobly from a central circus. Francis Greenway was a transportee who went to Australia under sentence for forging a building contract in Bristol. Greenway's great town-planning scheme was rejected as being too grand for a "hutch like Sydney."

MAY 9, 1901, A RED-LETTER DAY IN AUSTRALIAN HISTORY—THE DUKE OF CORNWALL READING HIS FATHER'S MESSAGE TO THE FEDERAL PARLIAMENT OF AUSTRALIA AFTER HE HAD OPENED IT IN MELBOURNE: The Duke, the future King George V, is seen with the Duchess, the future Queen Mary, standing by his side in this drawing, made by "The Sphere" special artist, Alfred Pearse, who accompanied the Royal tour of 1901. At the end of her reign Queen Victoria had shown keen interest in the formation of the Commonwealth of Australia and had deputed her grandson, the Duke of Cornwall, to deliver the Royal message at the opening of the Federal Parliament. It was the wish of the new Sovereign, King Edward VII, that this programme should go forward in spite of Royal mourning, and accordingly on March 16, 1901, the Duke and Duchess set out on their Empire tour in the *Ophir*, a cruise that was to last over seven months. On his return the Duke was created Prince of Wales.

record was to enlist 416,809 volunteers, of whom more than 60,000 remained in the fields of Flanders and the Middle East, and of whom there were about 320,000 casualties. By July 1916 three Australian divisions were on the Somme, and they endured the bitter winter stalemate around Ypres until February 1917. They took part in the desperate fighting at Polygon Wood, Arras, Bullecourt and Messines Ridge. March 1918 brought the last German offensive and Australian troops made history at Villers Bretonneux, when the Australian and Canadian Corps, with British tanks and artillery, led the great advance beyond Hamel, described by General Ludendorf as the "turning-point of the war." The pinnacle of Australian achievement in this most poignant chapter of her history was the last withdrawal from Montebrehain just a few days before the Armistice.

The war had seen considerable economic development. Australia gained an iron and steel industry and her factories multiplied in number, size and variety. 1919 brought an era of light hearts and "Men, money and markets." Income, profits, prices and spirits were buoyant. There was the strange optimism of a "war to end war" . . . of prosperity . . . of no care for to-morrow. 1929 brought doom. The dramatic fall in wool prices soon spread unemployment and bankruptcy. Machines came to a stop, shops accumulated dust, houses were unoccupied, but thousands lived in shanty towns on the outskirts of cities and along rivers in the country. It was all treated as an earthquake—beyond the powers of man. This small nation could not be independent of the great outside world. Her isolation beyond the oceans was no more than a mirage.

The slight upland trend of recovery had hardly been manifested when again Europe was plunged into war. This was a total war. Australian power to produce food, wool and weapons of war was more important that that of her fighting men. But they were soon in the skies over Britain and on the sands of the Middle East. Glorious new names entered the Australian vocabulary—Tobruk, the Battle of Britain, Alamein. Then came Pearl Harbour. Within weeks Australia stood on the very brink of disaster. But the Japanese were halted in sea and air battles and on the ground in Bougainville, Guadalcanal and New Guinea; then slowly they were pushed back. The Allied advance soon became a lightning war as full control of the sea was obtained and masses of Japanese troops could be by-passed.

The end of the war saw Australia more involved in world affairs than ever before. There was an element of dependence upon the United States, a friendly association with several Asian countries, and a "small nation" status which allowed her to play a prominent role in the United Nations. Her Minister of External Affairs, H. V. Evatt, soon President of the General Assembly, was the spokesman of those days.

Soon the relief and optimism of peace was tarnished by inflation. Wool prices sky-rocketed and money came easily to Australians. Australia became the land of opportunity for 600,000 migrants—the second most rapid migration in the history of the modern world—who added variety and substance to her life. But it all meant a strain on resources, leaving many folk unsatisfied and unhappy.

Australia in 1953 is a highly developed country. Her cities are large by European standards, her factories are varied and extensive, and a smaller proportion of her people work on the land than in almost any other country. But Australia is still the land of "wide open spaces" and distant horizons. Her living standards in food and comfort are among the highest in the world. If a person cannot be happy in Australia it is his own fault. Australia is still a young country. She is still a land of the future.

AUSTRALIA IN THE PIONEER DAYS WHEN GOLD WAS THE LURE AND AGRICULTURE A SECONDARY CONSIDERATION: The town of Hill End, erected in the Turon River goldfield, as it appeared in 1872. Miners built such towns with no regard for roads and little for amenities. Hill End was 250 miles north-west of Sydney, and this is one of a series of remarkable photographs taken in the town by Henry Beaufoy Merlin and Charles Bayliss, two of the pioneers. *On left*—COLLINS STREET, MELBOURNE, IN 1840: Melbourne was also a gold-rush town, as it was the port of entry of tens of thousands of prospectors who went to seek their fortunes in the Victorian goldfields.

WHERE THE NORTHERN STOCK ROUTES CROSS : Baden Bloomfield, a well-known Central Australian drover, brought these 500 head of cattle from Ambullindam Station to Alice Springs for railing to Adelaide. Alice Springs is a centre of increasing importance, but Australia's beef empire of the North-West no longer depends entirely on stock driving in this traditional fashion, and the time may soon come when the majority of cattle are slaughtered in the centres of production.

THE FLYING DOCTOR BASE NEAR BROKEN HILL : Wireless communication is maintained between this base and seventy-five stations in the outback lying within a radius of 500 miles of Broken Hill. While in Australia the Queen will see how this flying doctor service operates, ensuring that no seriously sick person is beyond almost immediate aid. Other flying doctor bases have been established at Cloncurry, Alice Springs and Wyndham.

AUSTRALIA'S VARIED SCENE

The Grain Lands and the Stock-Raising Lands, the Industrial Projects, and the Mining Areas of the Commonwealth, Which Have Undergone Steady Expansion in the Post-War Years

BACK TO THE PASTURES TO GRAZE : A flock of shorn sheep after their ordeal. Australian wool production has kept a steady high level since the early 1930's, and prices have risen sharply since the close of the Second World War, bringing enormous profits to the Commonwealth.

WHEAT SILOS AT GEELONG, ONE OF THE MAIN GRAIN PORTS OF AUSTRALIA : Geelong, which is to be visited by the Queen on March 6, when there will be an official welcome and a Royal Progress, is the second largest city in Victoria. It is the port for the Western Plains, wool and wheat being the main shipments. Large freighters can use the well-equipped harbour. *Below*—IN THE WHEAT FIELDS OF TOORAWEWAN : In this richly productive area of New South Wales grain crops average 48 to 50 bushels per acre in a good season.

THE BUNGALOW NATIVE RESERVE NEAR ALICE SPRINGS : This area is now set aside for natives who live and work in and around the town. Australia's Federal Government has in recent times launched an ambitious scheme of native education. More than 13,000 natives live in Federal Territories, and the Commonwealth Office of Education is now playing a full part in the education of the younger folk, whereas once the work was left to voluntary organisations.

AUSTRALIA'S GREAT STEEL TOWN ON THE NEW SOUTH WALES SEABOARD: This is the Broken Hill Proprietary Steelworks at Newcastle, New South Wales, with iron-ore ships in the Hunter River seen unloading. Newcastle, second city of New South Wales and fourth seaport of Australia, has a population of 141,000, and coal and steel are its mainstays. The original settlement at Newcastle followed the discovery by Shortland of coal near the mouth of the Hunter River in 1796. Between the city and Catherine Hill Bay the coal seams are exposed in the sea cliffs, and they can be clearly seen.

THE EVER-PRESENT MENACE OF BUSH FIRES IN AUSTRALIA: Flames enveloping trees at Tynong as a fire roared through the bush. Australia suffered much from these fires in 1952, both in Victoria and New South Wales.

THIS MOUNTAIN TOWNSHIP WILL BE DROWNED: The main street of Adaminaby which will be submerged with the completion of the Adaminaby Dam impounding 1,500,000 acre feet of water. The dam is part of the Snowy Mountains Hydro-Electric Scheme, which will trap the melting snows of the Kosciusko area of the Australian Alps, and will entail the diversion of some of the flow of the Snowy River into the Murray River. Seven major dams and sixteen power stations are included in the great scheme.

POWER FROM THE BROWN COAL OF YALLOURN: A coal dredger at work in the vast open cut where the State Electricity Commission of Victoria operates a field covering approximately 40 square miles, estimated to contain 6,000,000,000 tons of brown coal (lignite). The fuel is in part used as briquettes and in part fed into the Yallourn power station, which will eventually have a capacity of 500,000 kilowatts. By 1956 brown coal production at Yallourn will reach 10,000,000 tons per year.

BROKEN HILL, THE SILVER CITY: Looking south across the citrus orchards and the trees of Albert Morris Park to the surface works of the Zinc Corporation. Broken Hill, which will be visited by the Queen on March 18, is 700 miles west of Sydney and is the centre of a great pastoral region. Silver, zinc, lead, copper and tin are worked at Broken Hill. Her Majesty will inspect the surface workings of the Zinc Corporation Mine and later in the day will travel by air to Adelaide in order to start the South Australian part of the Royal Tour.

WHERE AUSTRALIA'S OWN CAR IS MASS-PRODUCED: The chief Australian plant of General Motors-Holden's is sited at Fishermen's Bend, Melbourne, and there the complex engine, transmission and gear manufacturing operations are carried out. Output of the Holden is being stepped up from 35,000 to 50,000 cars per year under the £11,000,000 expansion scheme announced a year ago. The expansion will enable Australia to build up car exports to countries surrounding the Pacific seaboard.

AUCKLAND, THE FIRST PORT OF CALL IN NEW ZEALAND—AN AERIAL VIEW OF THE DOCKS AND THE COMMERCIAL HEART OF THE GREAT CITY OF THE NORTH ISLAND, WHERE THE QUEEN AND THE DUKE OF EDINBURGH WILL ARRIVE IN THE "GOTHIC" ON THE MORNING OF DECEMBER 23 : After the *Gothic* has berthed, Their Excellencies the Governor-General and Lady Norrie, the Prime Minister and Mrs. Holland will go aboard to pay their official calls, and at 10.30 a.m. the Queen and the Duke of Edinburgh will go ashore for a civic reception. In the six years from 1945 to 1951 Auckland, New Zealand's most populous city, grew by 15 per cent., and to-day it has a total population of 329,000. The city is built upon Waitemata Harbour. The Queen will be in Auckland for five days, and there on December 25 she will deliver her Christmas Day Broadcast to the Commonwealth.

THE ROYAL PROGRESS ROUND THE WORLD

In Six Months of Ceaseless Travel the Queen will Circumnavigate the Globe, Going by Air, by Sea, by Road, and by Rail, and in Australia Alone Covering 12,500 Miles

By CHARLES DIMONT

ELLERSLIE, THE MOST BEAUTIFUL RACE-COURSE IN THE SOUTHERN HEMISPHERE : The Queen will go to Ellerslie for the Boxing Day meeting on December 26, when tens of thousands of racegoers from the Auckland Province are likely to flock to Auckland's premier track. The outstanding feature of this attractive course is the provision it makes for the 3½-mile steeplechase race, the horses being visible from the stands during the entire event. The Queen will see the race for the Auckland Cup, a two-mile flat race, with a prize of £12,500 and a trophy.

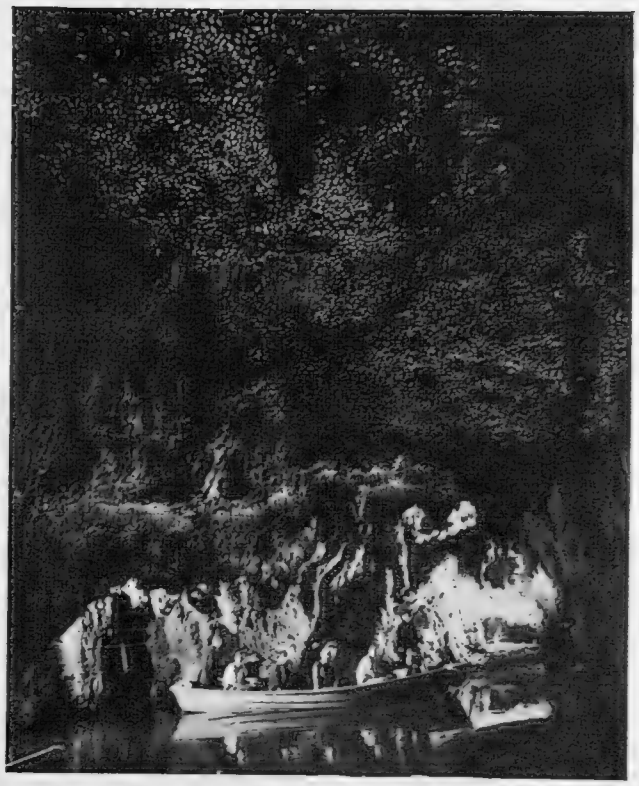
THE tour of the Commonwealth on which the Queen and the Duke of Edinburgh have started is unique in several ways. For more than half a century members of the Royal Family have regularly visited the Dominions and the Colonies, and sometimes held official appointments in them. The Duke of Gloucester, for example, was Governor-General of Australia from 1945 to 1947. But the vast majority of the places on the Queen's present itinerary have never before been visited by the reigning Sovereign. It is also the first occasion on which a reigning British Sovereign has travelled round the world.

In six months of ceaseless travel, the Queen and the Duke are covering enormous distances. This is only possible by frequent use of aeroplanes—another innovation on such a Royal tour. In Australia alone the Queen is making thirty-five separate flights over a total of 10,000 miles, besides covering another 2,500 miles by road and rail.

The Royal progress began on November 23 with a transatlantic flight to Bermuda, one of the oldest of the British Colonies. It was first settled by Sir George Somers in the early years of the seventeenth century, and the alternative name for this group of islands is the Somers Islands. From Bermuda, the Queen and her husband flew to another old English colony, Jamaica. This island was discovered by Columbus in 1494, and remained in Spanish hands for the next 160 years. Her Spanish history is recalled to-day by the fact that the Governor also has the title of Captain-General. The Royal programme in Jamaica showed the great interest of the Queen and the Duke in matters of youth and education, an interest which will be apparent at every stage of their tour. After two crowded days, Her Majesty opened the new Senate Building at University College, Kingston.

At Port Royal, the Royal travellers embarked in the S.S. *Gothic*, which is to be their floating home for the greater part of their tour. After passing through the Panama Canal, the only non-British territory they will touch until they reach North Africa next May, they are heading across the Pacific to Fiji. The people of Fiji are of many nationalities : British, Fijian, Polynesian and Chinese, with Indians in the majority. So when

AN HISTORIC SPOT IN NEW ZEALAND'S NORTH ISLAND: The Treaty House, flagstaff and Hobson Memorial at Waitangi, which the Queen will visit on December 28. By the Treaty of Waitangi in 1840, the Maori chiefs acknowledged the sovereignty of Britain, and in return the Queen guaranteed them their lands.



THE CELEBRATED GLOW-WORM GROTTO IN THE WAITOMO CAVES: The grotto is a fantastic cavern whose sides and roof are dotted with millions of glow-worms, actually two-winged insects that have specially adapted themselves to a peculiar underground existence. The Queen will be visiting the caves.

NAPIER, A MODERN CITY RISEN FROM THE ASHES OF THE OLD CITY: The Queen will arrive in Napier on January 6, and will see the wonderful work of reconstruction which has been achieved since the earthquake.

GOVERNMENT HOUSE, WELLINGTON, THE CAPITAL CITY OF NEW ZEALAND: During their week's visit, from January 9 to 16, the Queen and the Duke of Edinburgh will stay at Government House. Wellington has had three Government Houses. The first was a one-storied house, erected and occupied by Colonel Wakefield, of the New Zealand Company. The second was built in 1868, near the then Parliament Buildings, following the transfer of the seat of government from Auckland to Wellington, in 1865. When it was decided to build a larger House of Parliament, following a destructive fire in 1907, the second Government House became a wing of Parliament.

the *Gothic* steams into Suva harbour on December 17, her welcome will be both native and official. The Governor, Sir Ronald Garvey, will be accompanied on board by a Fijian chief, who will perform the age-old ceremony of *Cavuik-elekele*, the formal invitation to the Queen to land. This ceremony in Fijian tradition is comparable with the historic ceremony of the Sword at Temple Bar, in London, when the Monarch enters the City. The Queen will also be presented with a *tambua*, a whale's tooth, which is the highest honour any Fijian can bestow on a non-Fijian, and, since the Sovereign is a female, women will play an important part in the rites of welcome. However, Fiji is a progressive community. Although education is not compulsory, there are over 460 Fijian schools, and children from many of them will line the streets of Suva. When she has attended the Legislative Council, a representative body of Europeans, Fijians and Indians, the Queen will fly to Lautika. It is hoped she will make this trip in the Solent flying-boat *Aotearoa II*, which she christened at Belfast, when she was Princess Elizabeth.

From Fiji on to Tonga, whose 44,000 natives will remind with their welcome that the other name for their home is the Friendly Islands. In their two-day visit on December 19 and 20, the Queen and the Duke will drive under decorated arches, accompanied by Queen Salote Tupou. Queen Salote has been on the throne of this Protectorate since 1918, and will be remembered by all who saw the Coronation of Queen Elizabeth in London as one of its most popular personalities. The festivities will centre round a combined Churches' service and a Tongan feast in the public park. Like the Fijians, the Tongans are a progressive people, enjoying free education and medical treatment. Every male Tongan is entitled to 8¼ acres of land.

When the *Gothic* berths at Auckland, New Zealand, on December 23, it will be almost 311 years to a day since the Dutch explorer Tasman first sighted the islands. New Zealand is a young country—she became a Colony in 1841, and a Dominion in 1907—and her total population is no more than 2,000,000. The Minister for Internal Affairs, Mr. W. A. Bodkin, who is responsible for the tour arrangements, intends that as many of her subjects as possible shall see the Queen during her thirty-nine days' visit. The Dominion consists of two islands, North and South, which together are larger in size than Great Britain. Mountain ranges and other natural features make journeys surprisingly long, but in her progress from north to south the Queen, by using road, rail and air, will see every facet of New Zealand life and make memorable history wherever she goes.

A landmark for the entire British Commonwealth is her Christmas broadcast from Auckland. When she speaks from the Governor-General's residence, she will be inaugurating a new radio beam between Himatangi radio station and Britain. Hitherto radio communication between the two countries has been relayed The Queen is the first to use the direct beam. The construction of the Himatangi station is comparable in importance with the laying of the Pacific cable fifty years ago. The Royal Christmas Message—the first ever to be broadcast from outside Britain—is timed for 9 p.m. local time (8.40 a.m. G.M.T.). This time has been chosen as the period least likely to be affected by atmospheric interference from the Aurora Borealis.

Having completed five days of public appearances in Auckland, the Queen and the Duke will travel into the northern peninsula of the island. Their visit to Waitangi is of great significance to all New Zealand, for it was here 112 years ago, that the Maori chiefs acknowledged the sovereignty of Queen Victoria. Turning south, the Royal couple pass through dairy lands and stud farms to Waitomo, with its famous caves, with their glow-worm grotto, and on to the new great hydro-electric plant at Karapiro, which provides power for much of New Zealand's growing industry. At Moose Lodge she will have one of her two scheduled rest periods. The second is at Longbeach, in the South Island. Moose Lodge, the property of a business-man, Mr. Noel Cole, is set in beautiful country above a

(*Continued on following page*)

THE ROYAL PROGRESS ROUND THE WORLD

PICTON, AT THE HEAD OF MARLBOROUGH SOUND, IN THE SOUTH ISLAND: The Queen and the Duke will fly over Picton en route from Wellington to Nelson in mid-January. The Royal travellers will land at the New Zealand Air Force Station at Woodbourne, near Blenheim, which is just to the south of Picton, and from there they will travel on to near-by Nelson. After that their itinerary takes them to the West Coast.

A VERY ENGLISH SCENE IN A VERY ENGLISH CITY: Rowing fours in action on the peaceful Avon River, which flows through the heart of Christchurch. During the Canterbury Centennial Celebrations in 1950 rowing events featuring Australian, American and New Zealand crews were held on the waters of the Avon. The Royal visit to Christchurch will last from January 18 to 22.

LONGBEACH, THE MID-CANTERBURY HOME OF MR. AND MRS. J. H. GRIGG: Here the Queen and the Duke will have a two-day rest period before continuing southwards through the South Island of New Zealand. The homestead is set in several acres of wonderful trees, shrubs, lawns and gardens.

AS THE NEW ZEALAND TOUR NEARS ITS END, THE ROYAL TRAVELLERS WILL VISIT DUNEDIN AND THEN DEPART FOR AUSTRALIA FROM THE PORT OF BLUFF: *Left*—Ocean vessels in dock at Port Chalmers, which is the port of Dunedin, lying on Otago Harbour. The Queen and the Duke reach Dunedin on Monday, January 25. *Right*—The harbour entrance at Bluff, through which the *Gothic* will pass at 10 a.m. on January 30, 1954, after the completion of the thirty-nine-day Royal tour of New Zealand.

(*Continued from previous page*)

blue lake. From here the Queen will be welcomed at Rotorua by Maoris in traditional ceremonies and dressed in their colourful costumes. The Maoris are having a full share in the Royal visit, having a representative on the Royal tour staff. Crossing the North Island by rail, road and air, and stopping at all the chief centres, Her Majesty passes under the snow-clad peak of 8,000-ft.-high Mount Egremont, before reaching the capital city of Wellington on January 9.

For nine days she will have a heavy programme. She will lay the foundation-stone of the new Anglican Cathedral—Wellington is the See of the Primate of the Church in New Zealand—she will visit local industries and agricultural establishments, attend a gathering of children at Athletic Park, well known to Rugby football enthusiasts, and spend an afternoon at Trentham race meeting on one of the finest racecourses in the country. Undoubtedly for many the high point of her stay will be when she opens a special session of the Commonwealth Parliament on January 12. New Zealand is unique among Commonwealth countries in having only a single-chamber legislature. The second chamber—the Legislative Council—was abolished two years ago, although it is in the old Legislative Council Chamber that the House of Representatives is meeting to hear the Queen. Thousands all over the country will hear the Queen's voice on this occasion because New Zealand Parliamentary proceedings are broadcast, as they are in Australia. But, unlike Australia, New Zealand has no written Constitution. In this she approximates closely to the Mother Country of Britain. Before the Queen's arrival in the country, a special Royal Powers Bill was passed in the Wellington Parliament to permit the Queen to exercise the powers usually vested in the Governor-General, Sir Willoughby Norrie, during her stay in the country. Thus she will also be enabled to preside over meetings of the Privy Council and the Executive Council. While she is doing this, the Duke of Edinburgh will be addressing representatives of New Zealand's many scientific organisations.

South Island, with such familiarly historic names as Marlborough, Blenheim, Nelson and Christchurch, is as varied in its interests and scenery as the North. On the west coast soar the peaks of the great Southern Alps; then, as she moves eastward, the Queen will see the densely wooded slopes giving way to the gentler foothills preceding the plains of Canterbury, famous for their sheep. Dunedin, the capital of Otago Province, will make a special appeal to Her Majesty for two reasons. First, because here is the Truby King-Harris (Karitane) Hospital of the New Zealand Society for the Health of Women and Children. Sometimes known as the Plunket Society, this organisation has done much to give New Zealand its world-wide reputation for maternal and infant welfare. The second reason why Dunedin should especially appeal is that it was originally founded by Scots settlers and still retains a Scottish atmosphere. Indeed, this corner of the Island has a strong Scottish flavour, for at Invercargill the Queen will be entertained by Highland events at the Agricultural Show, and from there can look across the bay to Oban, in Stewart Island. From here, too, New Zealanders will have their last glimpse of the *Gothic* carrying away the Queen and the Duke after a never-to-be-forgotten visit.

SYDNEY AND THE START OF THE ROYAL TOUR OF AUSTRALIA: The T. and G. Life Society Building towering above Hyde Park—a favourite lunch-hour resort of Sydney citizens. *On right*—GOVERNMENT HOUSE, SYDNEY: After landing on February 3, the Queen and the Duke will go into residence at Government House, and on their first day will receive the Tour officials. In the evening they will view from the lawns of Government House the firework display on Sydney Harbour.

CANBERRA, THE FEDERAL CAPITAL—THE PARLIAMENT BUILDING IN ITS WONDERFUL SETTING OF FIR TREES: In the King's Hall of the Parliament House the Queen will receive the Senators and the Members of the Australian Parliament, and there will also be a State Banquet there, from which Her Majesty will broadcast to the Commonwealth of Australia. The Parliament House at Canberra was opened in 1927 by King George VI when Duke of York. The city stands in undulating country at an altitude of about 1,900 ft. The Federal Territory, which covers in all 912 sq. miles, is an outcome of the decision of the six States of Australia, which federated in 1901, to make a capital on a site which should be within the State of New South Wales, but not less than 100 miles from Sydney. The present site was approved in 1908.

They leave New Zealand on January 30, and arrive in Australia on February 3. Before them is a Marathon of an itinerary which includes visits to nearly fifty country centres, as well as to the five capitals of the Provinces, the Federal Capital of Canberra, and Tasmania. In Canberra the Queen will open the Federal Parliament and, in the various State capitals, she will also attend the Provincial Parliaments. She and the Duke will be given a full picture of Australians at work and at play, in industries, agriculture, mines, schools, universities, the arts, culture and sports. As in New Zealand, they will sometimes carry out separate programmes, the Queen visiting women's organisations and hospitals, while the Duke inspects universities and naval and scientific establishments.

Even the casual visitor to Australia must be impressed by the ordered spaciousness of many of her big towns. Australian cities are planned, with wide streets and public parks of trees and flowers. In some areas overcrowding was produced by the war, but every effort is being made to remedy this. Immigrants have come to the country from all over the world, and each community seems to have emerged with its strong individual characteristics.

From Sydney, where the Royal couple land, the first Australian colony began nearly 200 years ago. And here is Centennial Park, which was visited in 1901 by the Queen's grandfather, King George V, then Duke of Cornwall. Centennial Park, with its fifteen miles of roads running through woods and gardens, is a memorial to the first century of Australian history. Sydney is sometimes called the "holiday city," because of its almost perpetual sunshine and long stretches of beaches. The Queen will see something of them when she attends a display by the Australian Surf Life Saving Association. But Sydney is also the country's greatest port, with its famous bridge, and the giant Captain Cook graving dock, opened in 1945 by the Duke of Gloucester, Australia's Governor-General. In this dock any of Her Majesty's naval vessels can be refitted.

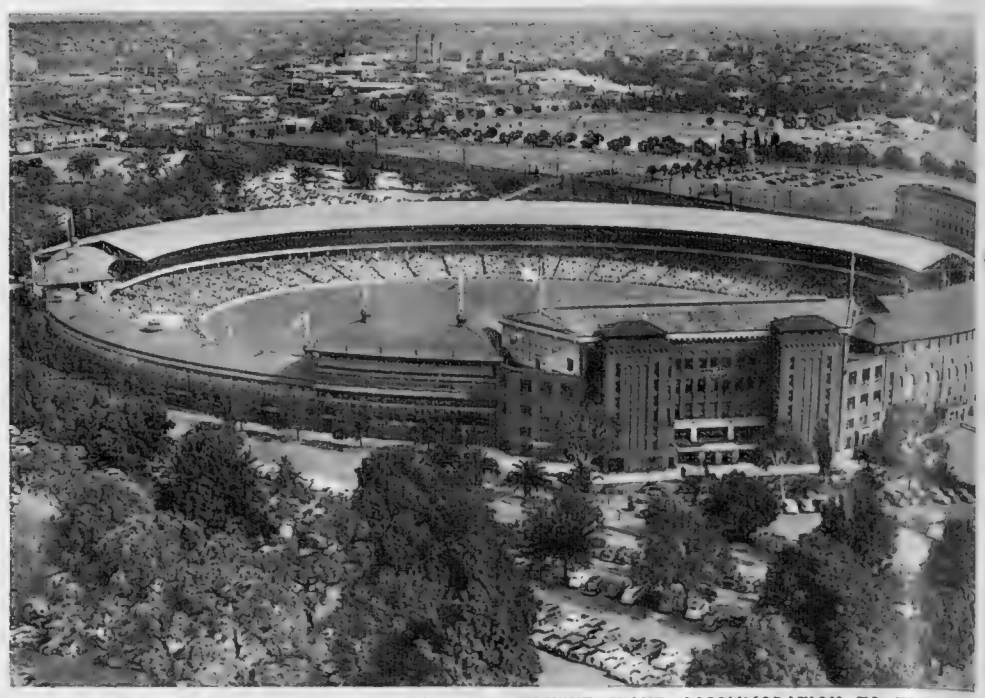
Newcastle, where the Royal couple spend a morning, is a typical New South Wales industrial centre and port. As its name implies, it was originally settled by "Geordies," and its inhabitants to-day are proud of their descent from Durham and Northumberland. Coal and steel are their chief occupations, but further up the valley of the River Hunter, the Queen passes through the rich dairylands of Maitland, which produce 9,000,000 gallons of milk each year. A further contrast comes at Katoomba, in the Blue Mountains, so called because of the blue haze which always enshrouds them. This is a land of Kubla Khan mystery, of underground rivers in mighty caverns, and waterfalls.

Canberra, the Federal Capital, where the Queen will be welcomed by the Governor-General, Field-Marshal Sir William Slim, and leading politicians, is a singular city, for it is the only capital in the world which has been planned as such. The site was selected in 1907—the aboriginal word "Canberra" means, most appropriately, "the meeting-place"—and the Government opened an international competition to town-planners. From 137 entries, the prizewinners were an American, a Finn and a Frenchman, and from their designs the Capital has largely evolved. The Government is the

(*Concluded on following pages*)

THE ROYAL PROGRESS ROUND THE WORLD

HOBART, THE CAPITAL OF THE ISLAND STATE OF TASMANIA: The city stretches along the rolling hills on the shores of the Derwent Estuary, and rising behind it is Mount Wellington and also the Nelson Range. Hobart is the second oldest city in Australia, having been founded in 1804. The Queen and the Duke will reach Tasmania towards the end of February and they will be touring in the island for four days.



THE MELBOURNE CRICKET GROUND, WHICH HAS SUFFICIENT STAND ACCOMMODATION TO TAKE THE WHOLE POPULATION OF HOBART: The Queen and the Duke will attend an assembly of ex-Service men's and women's organisations, legacy wards and war widows at the Melbourne Cricket Ground. This ground holds an attendance record of 87,798 for one day of Test play.

LOOKING ALONG QUEEN STREET, BRISBANE'S MAIN THOROUGHFARE: When the original plans for the Royal Tour were made it was realised that the Queen and the Duke would arrive in Brisbane at the most sultry season of the year, and it was obvious this would increase the burden of an already arduous tour. Swift rearrangement of the programme was made, and the Royal visit to Queensland has now been fixed for the month of March.

SUB-TROPIC BEAUTIES OF THE QUEENSLAND COAST: Holidaymakers on Barrier Reef Island, overlooking Royal Hayman Hotel, a celebrated resort.

On left—

THE BEACH AT LINDEMAN ISLAND, IN THE GREAT BARRIER REEF: In mid-March the Royal travellers will visit the Great Barrier Reef, setting out for this wonderland from Townsville. In recent years an airways service has been established between Brisbane and the Great Barrier Reef, and holidaymakers are able to travel there in quick time to enjoy the delights of a holiday in sub-Tropic surroundings.

(*Concluded from previous page*)

landlord and planning authority for Canberra, and no estate of freehold is granted in the Capital territory's 940 square miles. Permission must be obtained for any building, and the average living space per person is about 1½ acres, which is probably a record for any modern city. A notable feature of the scene is the number of trees. There are 1,500,000 in the city itself, and free trees and shrubs are given to householders to plant.

The Queen will visit the Australian War Memorial Shrine set in a 35-acre park at the foot of Mount Ainslie. Originally planned for the First World War, additional galleries are being added to hold records of the Second World War in these most dignified surroundings. After opening Parliament she is receiving a delegation from the Commonwealth Territories of Papua, New Guinea, Nauru, the Norfolk Islands and the Northern Territory, since it has been found impossible to fit in a visit for the Royal party to these areas. When the Queen is entertained in the Officers' Mess of the Royal Military College at Duntroon, she will be in perhaps the oldest building in the Capital territory. This stone homestead was built a century and a quarter ago by a Scotsman, Robert Campbell, and named after Duntroon Castle, in his native Argyllshire. It remained in his family until it was acquired for the Royal Military College, which was started at the suggestion of Lord Kitchener in 1911.

Tasmania, which next welcomes the Royal visitors, has been described as the "most mountainous island in the world." Her 311,000 inhabitants live among majestic scenery, and the Queen will stay in Government House, Hobart, under the vast mass of Mount Wellington. Hobart is the most southerly point of her Australian tour, and from there she travels north, to Launceston, where the Georgian houses of the first city, founded 150 years ago, stand near the largest woollen yarn mills in Australia. From Launceston, pioneers set out to establish Melbourne on the mainland of Victoria, and the Queen and the Duke will fly over the route they took to reach the Victorian capital on February 24. Melbourne was never a penal settlement, like many Australian cities, but was planned as a free community. There can be few finer settings for a Royal drive than along the famous St. Kilda road, an avenue nearly 300 ft. wide, in which thoroughfares and paths are separated by rows of trees and palms. Victoria offers the Royal party such varied sights as Hamilton, in the lush pastureland of "Australia Felix"; Bendigo, the "Golden City," where twenty-seven companies still work the fabulous goldfields, and the inhabitants also grow rich from egg farming; Ballarat, "City of Culture," for its devotion to the arts; and Geelong, centre of industry, oil and technical education. Victorians, too, will show themselves relaxing at Flemington Racecourse and on the tennis courts at Kooyong.

One of the longest single flights of the tour is the thousand miles from Melbourne to Brisbane, capital of Queensland. This is tropical Australia, a city vivid with flowers and dignified by Corinthian columns and neo-Gothic cathedrals. Brisbane still bears reminders that it was the Australian city most affected by the war, and for a time was Allied Headquarters for the South-West Pacific. After the somewhat humid conditions of the Queensland coast, the Queen may find an exhilarating change in Toowomba, in the Darling Downs, where cheese and butter factories produce nearly £2,000,000-worth of goods each year. Then they fly

THE ADELAIDE SKYLINE SEEN FROM COLONEL LIGHT'S STATUE : Adelaide is a city set out on a rectangular plan, and a broad belt of parkland separates the city from its suburbs. Close to Adelaide are the beautiful Mount Lofty Ranges, where orchards and gardens pattern the hill-sides and fertile valleys alternate with virgin scrub. The Queen and the Duke are due to arrive at Adelaide on March 18.

On left—

PERTH, THE SUNSHINE CITY, SEEN FROM ACROSS THE SWAN RIVER : The Queen and the Duke will be in Western Australia in the last days of March. Perth stands on the Swan River, twelve miles north-east of the port of Fremantle. It was founded in 1829 and owes its swift growth to discovery of gold at Kalgoorlie.

WESTERN AUSTRALIA—THE LAST STAGE OF THE ROYAL TOUR OF AUSTRALIA : *Left*—The Parliament House at Perth, and (*right*) Fremantle Harbour, from which the Queen will depart in the *Gothic* on April 1. From the ship Her Majesty will make her farewell broadcast to Australia, and the liner will then head across the Pacific.

south again to Broken Hill, in New South Wales, centre of lead production, and where the mine workers live in model conditions provided by the companies. Even the local Aero Club is subsidised by the employers. Broken Hill is said to be the cheapest place in the world in which to learn to fly.

Adelaide, capital of South Australia, is named after a former British Queen Consort. It is sometimes described as "the City of Churches," but it also gives much time to education, industry and sport. The Royal couple will see cricket at the famous Adelaide Oval, and will meet representatives of South Australia's many industries, which vary from munitions and motor-bodies to wine. About 75 per cent. of the national wine trade is in this State. The iron-production town of Whyalla, like Broken Hill, is an ideal workers' community, the residential area being built apart from the blast furnaces.

Finally, the Queen flies across the South to Western Australia, stopping first at Kalgoorlie, another gold city, as famous as Klondike or the Rand. The mines have been a magnet to men from all over Europe—from Poland, Yugoslavia, France, Scotland and Czechoslovakia. Three-quarters of the country's gold comes out of Western Australia. Perth, the capital, is a city of flowering beauty, but probably deserves to be best known for the fact that its university, by the banks of the River Swan, is an entirely free institution. The Queen and the Duke will learn that there are no fees at all; ability counts for everything with the good people of Perth. It has been written of this city that it possesses "the vital stuff of things enduring." But this is true of all Australia, and such a thought will surely be in the mind of the Queen when she makes her farewell broadcast to the Commonwealth on April 1. For here is a people who look to the future and seem determined to establish freedom for all to enjoy life in the spacious grandeur of the new world of their own creation.

With Australia behind them, the Royal party still have a full programme on the homeward trip. After touching at the Cocos Islands, they will have eleven days in Ceylon. The request of their Government for an "austerity" programme for the visit will in no way dampen the royalist ardour of the Sinhalese, who had kings of their own from pre-Christian times to 1815, when they transferred their allegiance to the British Crown. At Aden, reached on April 27, the Queen and the Duke leave the *Gothic* and fly to Entebbe, in Uganda. This is the second occasion the Queen has landed here since her Accession, for she passed through on her way back to England from Kenya after the death of her father. Uganda presents a contrast of old and new. In the Acholi district, the natives will perform their traditional dances before the Queen, while at Owen Falls she will see the £22,000,000 hydro-electric scheme now under construction by British, Danish and Dutch firms. The possibility of this scheme was foreseen by Sir Winston Churchill as long ago as 1908 in his book *My African Journey*, written when he was Under-Secretary for the Colonies.

From Uganda the Queen and the Duke fly to Tobruk, to embark in the Royal yacht *Britannia* for the final stage of their journey home by way of Malta and Gibraltar. They will have made history by circling the earth and bringing home the reality of the British Commonwealth to millions of their subjects. When they step ashore they can be certain of a tumultuous welcome. It is also to be hoped that they will be assured of a well-earned rest.

THE ROYAL PROGRESS
ROUND THE WORLD

TO COCOS, CEYLON, UGANDA, MALTA AND GIBRALTAR

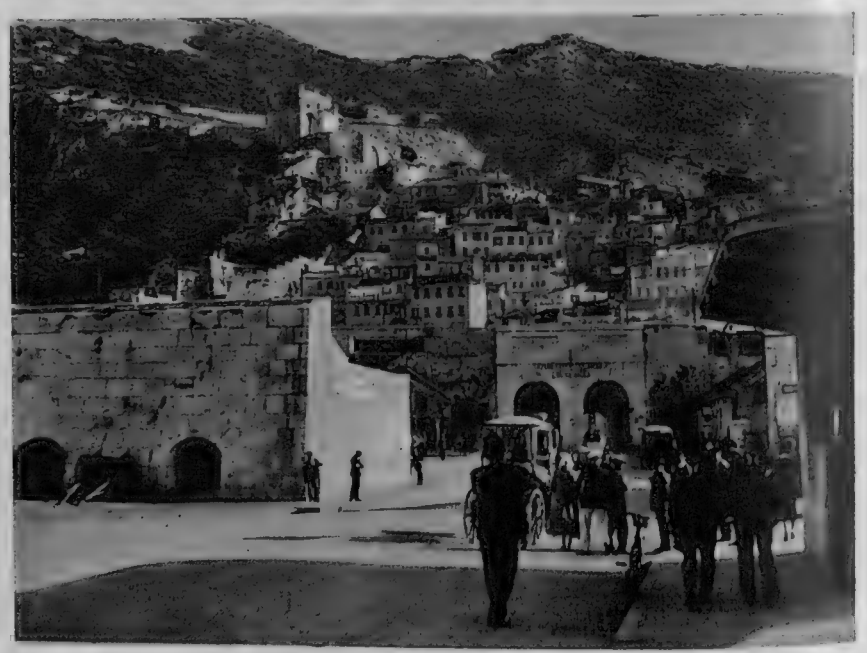
THE COCOS ISLANDS RESIDENCE WHERE THE ROYAL VISITORS WILL BE ENTERTAINED : The house of Mr. and Mrs. John Clunies Ross, who own most of the chain of twenty small islands in the Pacific, which the Queen and the Duke of Edinburgh are due to visit on their way from Australia to Ceylon early in April, weather permitting. The Clunies Ross family has been associated with Cocos ever since the first settlers arrived from Scotland in 1827.

THE RICEFIELDS THAT FEED THE PEOPLE OF CEYLON : A typical scene in the interior of Ceylon, near Kandy, which the Queen will visit on her tour. Kandy is the ancient capital of Ceylon, and was the last home of the Sinhalese kings. During their two-day stay there, the Queen and the Duke of Edinburgh will watch a special Perahera, a spectacular pageant.

THE FOCAL POINT OF THE ROYAL VISIT TO CEYLON : A view of the city of Colombo, capital and chief port of Ceylon. In the foreground is the House of Representatives, which will be the scene of a ceremonial occasion during the Queen's ten-day visit to the island. Behind the House of Representatives are the Echelon Barracks. In Colombo there will also be a State drive through the city. Besides the capital, the Queen and the Duke of Edinburgh will visit centres of interest further inland, and will be shown the different aspects of life in the island. These include the customs, relics and buildings of ancient Ceylon, as well as new projects like the latest buildings of the University of Ceylon at Peradeniya. Ceylon is one of the youngest of the self-governing members of the Commonwealth, but it is an ancient country, whose connections with Britain date back to 1796.

THE SITE OF THE NEW HYDRO-ELECTRIC POWER SCHEME WHICH THE QUEEN WILL OPEN IN UGANDA : A view of the great Owen Falls Dam during construction. The opening of the £22,000,000 scheme by the Queen at the end of April will be one of the highlights of the Royal tour of Uganda. The Queen and the Duke of Edinburgh will arrive in Uganda from Aden by air, and during their three-day visit, the Royal visitors will fly from Entebbe to open the new power station, and also to visit the Queen Elizabeth National Park in South-West Uganda.

ON THE LAST STAGE OF THE JOURNEY HOME THE QUEEN WILL VISIT MALTA : A general view of Valetta, the capital of the fortress island, which the Queen will visit early in May. During the three-days tour of Malta the Queen and the Duke of Edinburgh will visit the dockyards and inspect the island's defences.



THE QUEEN'S LAST PORT OF CALL : The Queen and the Duke of Edinburgh are due to arrive at Gibraltar in the Royal yacht *Britannia* on May 10. Besides the usual ceremonial activities, the Queen and the Duke of Edinburgh hope to go on an informal sightseeing tour, including a visit to the celebrated Rock apes.

THE AMERICAN ATTORNEY-GENERAL REPEATS HIS CHARGES AGAINST MR. TRUMAN IN THE FULL GLARE OF PUBLICITY: Mr. Brownell, the U.S. Attorney-General, seated at the table on left, facing a packed room of Members of the Senate Internal Security Sub-Committee and 500 reporters, newsreel men and radio and television operators. During the hearing before the Sub-Committee, Mr. Brownell repeated his earlier charge that ex-President Harry Truman had promoted the late Harry Dexter White, despite an F.B.I. report that he was a Communist spy.

WASHINGTON SPY STORY

Accusations and Counter-charges are Hurled About in the Case of Harry Dexter White

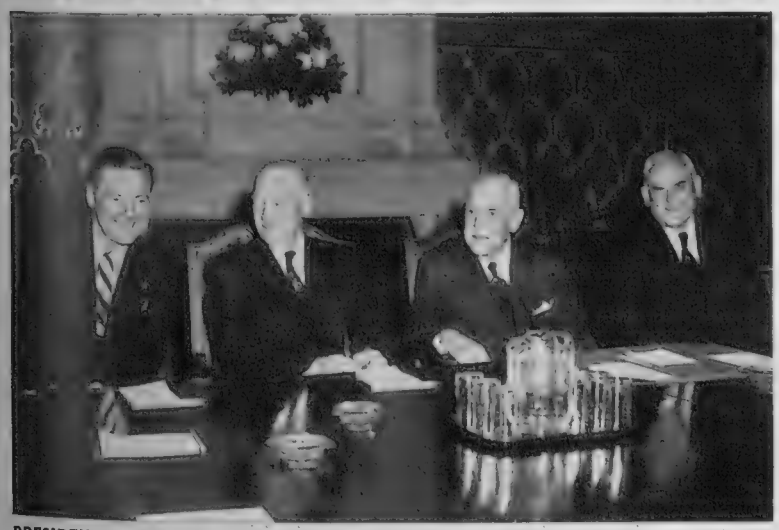
The second week of the controversy about the case of the late Harry Dexter White began with a nation-wide broadcast by Mr. Truman. In it he stated that White had indeed been promoted by his Administration, but with the full knowledge of the F.B.I., who were investigating White's spying activities, and who did not want their work hampered by suspicions being cast upon White. The former President also castigated Mr. Brownell as a liar, and commented bitterly on the political capital that the Republican Party were hoping to derive out of the case. The following day, before the Senate Internal Security Sub-Committee, Mr. Brownell, the Attorney-General, testified that, though he did not want to call Mr. Truman disloyal, he would repeat that he had not exercised due vigilance in this matter. He refuted the idea that White had been promoted so that the F.B.I. could keep an eye on him. This was, indeed, forcibly confirmed by the Director of the F.B.I. himself. Mr. Hoover stated before the Sub-Committee that not only he but also three members of Mr. Truman's Cabinet had tried to get White dismissed from senior Government service, and implied that Mr. Truman had overruled this advice. Two days later an ex-Secretary of the Treasury, Mr. Snyder, was stated to have promoted another known Communist, Harold Glasser. Outside the Senate, some leaders of the Republican Party have been suggesting that laxity in the Truman Administration would become a major issue in next year's Congressional elections. President Eisenhower, on the other hand, rather wistfully expressed the hope that the last of this matter would be heard of soon. The spectacle of the accusations and counter-charges in high places among American politicians is hardly edifying; even if one party gains from it, American prestige in the world can only suffer.

ATTORNEY-GENERAL HERBERT BROWNELL TESTIFIES: While denying that he had ever intended to charge Mr. Truman with disloyalty, Mr. Brownell refuted the ex-President's defence during his radio speech.

THE HEAD OF F.B.I. BECOMES A STAR WITNESS: Mr. J. Edgar Hoover, Director of the Federal Bureau of Investigation, appeared before the Senate Internal Security Sub-Committee soon after Mr. Truman's nation-wide broadcast.

MR. HARRY TRUMAN MAKES A SPIRITED DEFENCE ON TELEVISION: In a nation-wide television broadcast, the ex-President declared that the late Harry Dexter White had been promoted so that the F.B.I. would not be hindered in their investigations of espionage. He said that the Attorney-General's "charge is false and Mr. Brownell must have known it was false."

PRESIDENT EISENHOWER IN OTTAWA



PRESIDENT AND PRIME MINISTER MEET: President Eisenhower and Mr. St. Laurent in the Cabinet Room in Ottawa, together with Mr. Henry Cabot Lodge, Jnr., extreme left, who was accompanying the President, and, on the right, Mr. C. D. Howe, the Canadian Minister of Trade and Commerce. President Eisenhower was paying a two-day visit to the Canadian capital, during which he met Ministers and addressed the House of Commons. After his meeting with the Canadian Cabinet, it was stated that "complete agreement on the vital importance of effective methods for joint defence" was reached. President Eisenhower told Parliament: "Our security plans must now take into account Soviet ability to employ atomic attack on North America." He was cheered when he said that the time had come for action on a joint U.S.-Canadian continental defence system.

PRESIDENT EISENHOWER ADDRESSES THE CANADIAN PARLIAMENT: The President in the House of Commons at Ottawa. President Eisenhower said that matters of disagreement between the United States and Canada, such as present trade restrictions and the dispute over the St. Lawrence Seaway, would be tackled resolutely by his Administration.

"THE KING AND I"

The First Official Pictures of the Rodgers and Hammerstein Musical at Drury Lane

ANNA AND THE KING OF SIAM : Anna Leonowens (Valerie Hobson), who is governess to the Royal children at the Court of the King of Siam, also helps the King (Herbert Lom) with his correspondence. Anna has to lie on the floor because nobody's head must at any time be higher than the King's.

A GEOGRAPHY LESSON FOR THE ROYAL CHILDREN : Valerie Hobson, as the governess to the children of t[he] King of Siam, points to a new map during her lesson in the musical at the Theatre Roy[al], Drury Lane. Answering a question on left is the Crown Prince (Timothy Brooking), and next to hi[m] is Doreen Duke as Tuptim. On Anna's right is her son (Roy Grant) and the King's chief wife, La[k] Thiang (Muriel Smith). In front of the governess are the children, and on the right the Royal wive[s].

By now musicals by Richard Rodgers and Oscar Hammerstein II have become an accepted part of the London Theatre, and the works of this talented team have, in fact, held the stage continuously at the Theatre Royal, Drury Lane. Their latest offering, though entirely different from anything they have done before, has not disappointed the large following that the two Americans have acquired in this country.

The King and I is based on the story *Anna and the King of Siam*, by Margaret Landon. It tells of the arrival at the Court of the King of Siam of an English governess, Anna Leonowens, during the 1860's. The English governess not only brings up the Royal children, but also educates the wives and comes to have a profound influence on the King himself. It is to Anna that many of the reforms in Siam and the more liberal regime of the King are due. The accuracy of this story, which is based on fact, is hotly disputed by historians of Siam. But for the theatregoer at Drury Lane historical accuracy will matter little. Valerie Hobson, as Anna, and Herbert Lom, as the King, take full advantage of the opportunities offered by the music and lyrics. They are well supported by Muriel Smith, the only American in the cast, Doreen Duke, and by the two boys, Roy Grant and Timothy Brooking. Quite enchanting are the Royal children, all seventeen of them, who troop in with youthful decorum and who are dressed as prettily as their mothers. The musical play is directed by John van Druten, and though there are tears at the end, it has throughout an air of being thoroughly pleasant.

THE ENGLISH GOVERNESS INTERVENES : Anna seizes the hands of the slave who is about to lash Tuptim at the orders of the infuriated King, from whose harem Tuptim has tried to run away with her lover. The King's insistence on the cruel punishment convinces the English governess that, despite the King's wish to be an enlightened ruler, he will cling to many of his traditions. She calls the King "barbarian," and this hurts his pride.

"I'VE HAD A LOVE OF MY OWN" : The newly-arrived English governess tells the Royal wives that she, too, has known romance. This scene from *The King and I* leads on to one of the hit tunes of the show, "Hello, Young Lovers," sung by Valerie Hobson.

THE SPECTACULAR BALLET IN "THE KING AND I" : A feature of the musical is the ballet entitled *The Small House of Uncle Thomas*. The choreography is by Jerome Robbins; and the costumes are designed by Irene Sharaff. The settings are by Jo Mielziner.

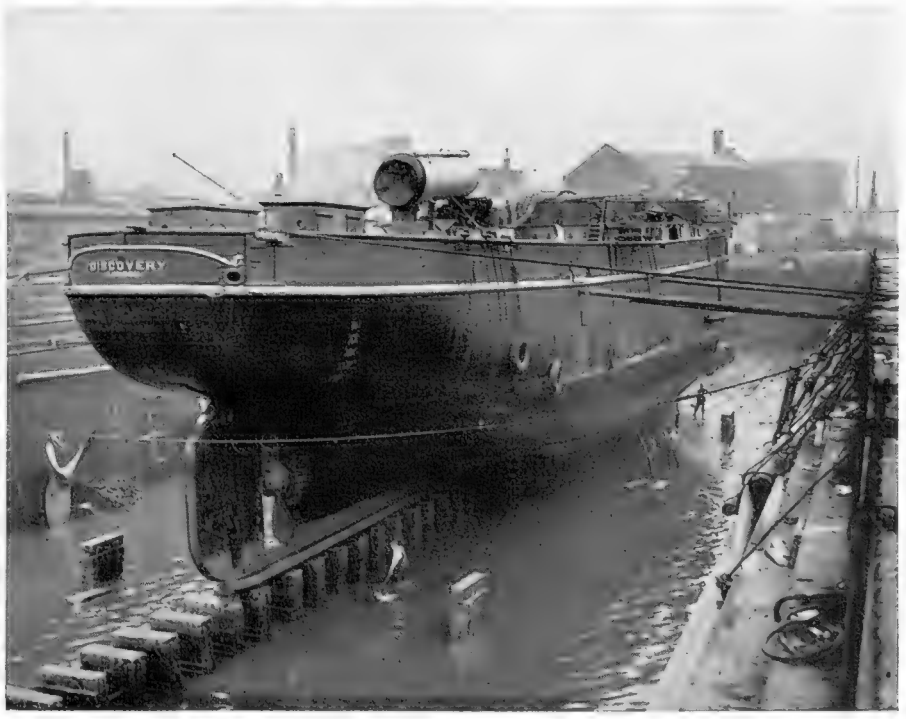
"DISCOVERY" IN THE LONDON GRAVING-DOCK: The Polar research ship, which has been moored for seventeen years off the Victoria Embankment, in the heart of London, has been taken into dry-dock and on the results of the survey will depend whether the vessel is taken over by the Admiralty. If the ship proves to be in good condition she will be used for naval trainees and will be attached to the London Division, Royal Naval Reserve, which has its headquarters in H.M.S. *President*. During the past seventeen years *Discovery* has been a training centre for Sea Scouts, having been presented to the Boy Scouts Association by the Falkland Islands Government, together with a lump sum of £30,000 donated by Lady Houston.

THE TWIN-BLADED PROPELLER AND THE RUDDER OF "DISCOVERY": During her work in the Polar ice propeller and rudder were retractable.

"DISCOVERY" in DRY-DOCK

The Celebrated Polar Exploration Ship is Under Examination

A BOWS-ON VIEW OF THE FAMOUS POLAR SHIP: *Discovery* being cleaned down in dry-dock. *On right*—A general view, showing how she is supported in the graving-dock. *Discovery* carried Scott to the Antarctic in 1901-1904, and she afterwards traded between London and Canada.



The Home News in Pictures

The PRINCESS in MANCHESTER

The Queen's March Through Guildford; the King and Queen of Sweden in London; the Channel Ship Disaster; Moira Shearer at the Festival Hall; and Other Home Events

PRINCESS MARGARET VISITS MANCHESTER AND OPENS THE ROYAL EXCHANGE: *On left*—Despite foggy weather, thousands of Mancunians throng St. Anns Square as the Princess drives through to the Royal Exchange. *On right*—Princess Margaret receiving a bouquet from John Cant, of Chetham's Hospital School, during the opening ceremony at the Royal Exchange. On arrival at the Royal Exchange, which has recently been reconstructed at a cost of £760,000, Princess Margaret met five representatives of the workmen who had carried out the decorations and reconstruction work. She then toured the upper floors of the Exchange, before going down into the Great Hall to conduct the opening service. Speaking to more than 5,000 people, the Princess stressed the importance of the textile industry, which was one of Britain's oldest, and which had its home in Lancashire. She also spoke of the association of her father, King George VI, with the Royal Exchange. From the Royal Exchange, Princess Margaret drove through the foggy streets of Manchester to the Town Hall, where she met the Lord Mayor and Lady Mayoress, Alderman and Mrs. A. Moss, and eleven of the city's previous Lord Mayors. Despite a worsening of the weather, the streets were still lined with cheering citizens when the Princess drove to Platt Hall, where she visited the exhibition of English Costume.

QUEEN LOUISE OF SWEDEN AT THE DORCHESTER HOTEL IN LONDON: The Queen is seen chatting with Lord Sempill during the reception held in honour of the King and Queen of Sweden by the Anglo-Swedish Society. Among the many people who were present were the Swedish Ambassador and Madame Hägglöf and Mr. T. S. Eliot, the poet. King Gustav and Queen Louise are on a private visit to this country. The Queen flew from Norway during last month and she was joined by King Gustav at the beginning of November, and since then they have been seen at many functions. While in this country the Royal guests are staying with friends.

THE QUEEN'S MARCH THROUGH GUILDFORD—THE BATTALION MARCHING PAST THE GUILDHALL, WHERE THE MAYOR IS TAKING THE SALUTE: The battalion marched with bayonets fixed, thus exercising for the first time the privilege conferred by the Town Council in 1944 as a tribute to the battalion's war record. The 1st Battalion, the Queen's Royal Regiment (West Surrey) have just returned from Iserlohn, in Germany, and this was the first time in twenty-six years that the whole battalion had been able to visit Guildford. The salute was taken by the Mayor of Guildford, Alderman Donald Wilkins, J.P., who was accompanied by the Lord Lieutenant of Surrey and the Oberburgermeister of Iserlohn. After the march-past, the officers and men were entertained at luncheon by the Mayor and Corporation.

On left—

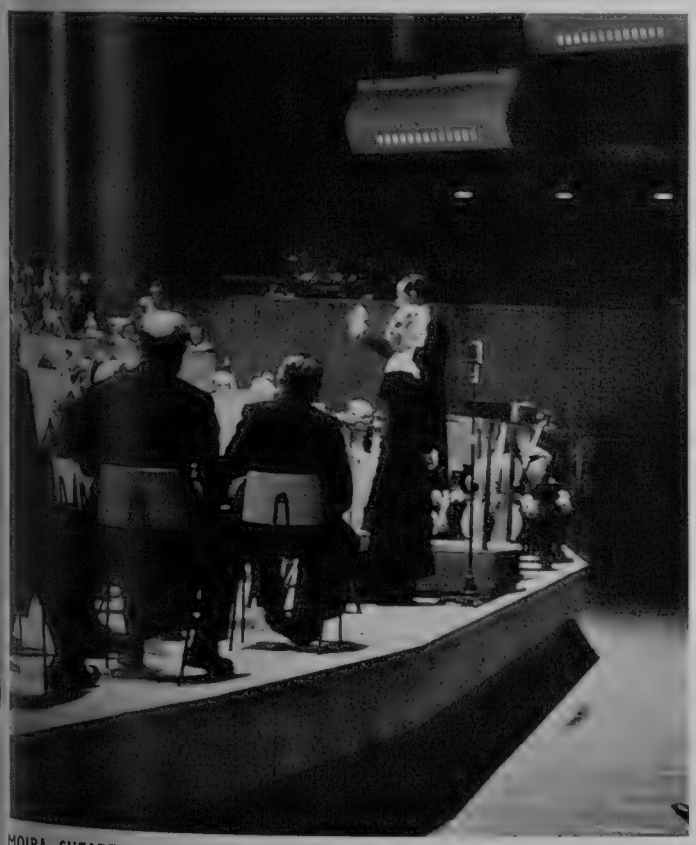
MR. W. V. GIBSON, THE SECRETARY OF THE AUTOMOBILE ASSOCIATION—A PORTRAIT PAINTED BY MR. MAURICE CODNER: This portrait is on show at the Royal Society of Portrait Painters' Sixtieth Annual Exhibition at the Royal Institute Galleries, Piccadilly. Mr. Gibson, who has been secretary of the A.A. since 1948, joined the Motor Union in 1905 and first came into the Automobile Association on the amalgamation of the two bodies in 1910

THE DIRECTOR OF THE TATE GALLERY JUDGES THE ST. JOHN'S AMBULANCE BRIGADE CADET ART EXHIBITION: Sir John Rothenstein is seen with Miss Virginia Cunard, M.B.E., Chief Officer of the Nursing Cadets. She is holding the winning picture, painted by Jacqueline Bailey, aged 14½, from Edmonton, while Sir John examines it. The exhibition was held at the headquarters of the Order of St. John, in Grosvenor Square, London.

THE LAST OF THE ITALIAN STEAMER "VITTORIA CLAUDIA," WHICH SANK AFTER COLLISION WITH A FRENCH VESSEL IN THE ENGLISH CHANNEL: Twenty of the crew of the Italian ship lost their lives in the collision, which occurred at night. There were only five survivors.

ONE OF THE MANY RESCUE CRAFT THAT ANSWERED THE S O S TOWING AN OVERTURNED LIFEBOAT OF THE "VITTORIA CLAUDIA": The Italian vessel, which was on her way back from the Black Sea to Hamburg, was carrying a cargo of 4,000 tons of iron-ore. The other ship involved in the crash was the French motor-vessel *Perou*, of 7,264 tons, which was on the way from Antwerp to Orleans. The *Perou* struck the Italian boat in the stern. Within five minutes the *Vittoria Claudia* had sunk, taking with her all her crew except five men. She sank so quickly that there was no time to send out an S O S, and this was left to the French vessel. The Dungeness, Dover and Hastings lifeboats were among the many craft to answer the call.

COLLIERY DEVELOPMENT IN STAFFORDSHIRE: This train, loaded with coal, is about to start from an underground siding near the coal-face in the Mid-Cannock Colliery, on its mile-long journey to the shaft bottom. The train is powered with a 70 h.p. Diesel engine and works on the new extension track that has been built to link the Mid-Cannock Colliery with the Sea Croft Colliery. These improvements are among the developments planned for the colliery.



MOIRA SHEARER SHOWS YET ANOTHER OF HER MANY TALENTS AT THE FESTIVAL HALL: The ballerina is seen here during the performance of Prokofiev's musical fairy-story, *Peter and the Wolf*, in which Miss Shearer took the part of the narrator, telling the story with simplicity and clarity, proving that among her many other gifts is a pleasant and mellow voice. Since joining the Sadler's Wells Ballet at the age of fourteen, Moira Shearer's career has been one long string of successes. By the time she was seventeen, she was dancing leading roles at Sadler's Wells and then, when she was at the height of her success as a dancer, she went into films, starring in *The Red Shoes*. After more ballet, Miss Shearer played opposite James Mason in the film *The Story of Three Loves*, and next year it is expected that she will play with the Old Vic Company at the Edinburgh Festival.

A GENERAL VIEW OF THE BUILDING EXHIBITION WHICH OPENED AT OLYMPIA LAST WEEK: This exhibition is held once every two years, and this year, during which it celebrates its silver jubilee, it was opened by Mr. Macmillan, the Minister of Housing and Local Government. Although the exhibition is held primarily for trade and overseas visitors, there is much in the form of domestic appliances that will interest the ordinary householder. One of the most remarkable exhibits this year is a preformed house, that can be added to when necessary. Basically this house comprises one bedroom, a spacious dining-room-lounge, kitchen and bathroom. This is ideal for two people, but if the size of the family increases, the house can keep pace with it by the addition of further rooms in the form of gabled annexes.

The Sphere of Travel

WINTER IN THE SUN

Escaping to Morocco or Spain, Portugal or Italy Early in the New Year

THE ALHAMBRA IN GRANADA: The magnificent Palace of the Moorish kings, which is one of the many historic features of Granada. The earliest buildings in this maze of palaces and fortresses were begun in the thirteenth century. The picturesque city of Granada, in Southern Spain, provides an ideal holiday in warm sunshine in the early months of the year, before the vast crowds of Holy Week make it uncomfortable.

HOLIDAYS as distinct from travel were traditionally started by the British, and they began as a winter escape to the sun. It became the fashion, indeed, for those with the means and the leisure to spend some months abroad amidst warmer climes. There is a strong case to be made out for a return to the practice, even by those who can only spare time for a two or three weeks' break; and it would really be just a return to normal. The winter-sports enthusiasts have, of course, made full use of the idea, but then, not everyone can ski—nor even want to. They may even thoroughly dislike snow and much prefer sunshine and warmth and brightness.

My own footsteps—a rather mixed metaphor to use for part-travel by air—are going to lead me in January to Spanish and French Morocco: first of all to Tetuan, thence to Xauen, 35 miles distant, a fascinating place set among wild hills, and still retaining an atmosphere that recalls its secret past, for until 1920 it was a Holy City, wrapped in mystery, in which no Christians had ever set foot. It was abandoned to Islam again in 1924 and only became firmly Spanish in 1926 when the power of the Rif leader, Abd-el-Krim, was finally broken. To-day it possesses an adequate hotel and it is reached by bus services from Tangier and Ceuta.

Tetuan is another fascinating town in which to stay, although it is more modernised than Xauen. It is a city of mosques and minarets, while in the neighbourhood is the ruined city of Tamuda and the unspoiled village of Ben Karrich. Melilla and Larache are two other suggested resorts in Spanish Morocco which are well worth consideration by the tourist in search of fresh lands to conquer. The latter place is especially attractive for a stay. According to tradition it is situated upon the site of the Garden of Hesperides, and its known history goes back to 1500 B.C., when it was named Lixos. It is surrounded by cyclopean walls, similar to those in Tarragona, and with stones so huge that one finds it difficult to imagine how they were ever raised into place.

Crossing over into French Morocco, either by train or bus from Tangier, Meknes and near-by Fez are first encountered. Both are fascinating places in which to linger, and they are well provided with hotels of all grades. Meknes, the imperial city of Moulay Ismael, is noted for its palaces, city gates and *souks* (markets), while an excursion to the north takes you into the Zerhoun hills with their luxuriant vegetation and their beautiful scenery and to Moulay Idriss, a holy city perched on rocks like an eagle's nest. A little further on is the town of Volubilis, with its impressive ruins of an ancient Roman city.

Of all the cities of Morocco, Fez is the most mysterious and the most typically Moorish. Even to-day it remains the centre of Muslim life, and its University was in the time of the glories of Muhammadan civilisation the cradle of science. It still retains its supremacy for the teaching of the Koran to the youths of noble families, and is, in consequence, the centre of the nationalist movement in Morocco. Its famous hotel, the Palais Jamaï, was formerly an Arab palace and is quite unique of its kind.

From Meknes, my own particular tour will take me into the heart of the Atlas Mountains, a region which until recently was a forbidden zone. But now, with the ubiquitous motor-bus, I plan to travel through to Midelt, Ksar-es-Soul, Erfoud, Tinerhir, Ouarzazate, and then arrive at Marrakesh. At each of the places of call there are satisfactory hotels, while the journey through this almost unknown country should be intensely interesting. The bus fare costs 2,500 frs. approximately, and I am allowing five days for the trip.

Of Marrakesh, a favourite resort of Sir Winston Churchill, it is hardly necessary to speak. Its spell is everywhere in this imperial city . . . in the labyrinth of the *souks* of the Medina, in the glamour of the palaces of feudal Caids and Pachas, in the gardens of the imperial residence, in the marble tombs of past dynasties. It is, perhaps, in the Tombs of the Saadien Kings, an Islamic masterpiece, that one best finds the exquisite peace of the truly civilised life, for here lie aristocrats who were simple in their lives, yet simpler still in death. To me, this spot is the flower of ultimate perfection that blossoms only to die.

From Marrakesh, I will strike south-west to the coast and to Agadir, after which I will follow the coastal road right through to Casablanca, stopping for a day or so at Mogador, Safi, Oualidia and Mazagan. Incidentally, Safi and Mazagan are particularly pleasant spots for those who wish to make a stay in one resort, and they are well equipped with hotels. After Casablanca, where my stay will be as short as possible, my last port-of-call before returning to Tangier will be at Rabat, the political capital of French Morocco, with its fascinating old town built right away from the modern French city created by the great Marshal Lyautey. Perhaps it was the call to write this article which has made so insistent a longing to return again to a part of the world for which I have so great a love.

There are various ways of reaching Morocco, including tourist services of Air France, Air Atlas and Air Maroc, while the journey to Gibraltar (for Tangier) and to Casablanca can be made pleasantly and leisurely by ship. Any travel agent can supply details. It is worth mentioning that Cook's and the Gardiner Travel Service (189, Regent Street, London, W.1), offer luxury motor-coach tours through Morocco, while for those who wish to get off the beaten track—on the lines suggested for my own tour—I can recommend Back's Travel Service (56, Coram Street, London, W.C.1), who specialise in North African travel.

Across the Straits of Gibraltar, on the mainland of Spain, there is Cadiz, one of the most ancient cities in Europe, for there is proof that it was in existence in the days of the Phœnicians. The city has an admirable hotel, the Atlantico, which is beautifully situated in its own gardens beside the sea. This hotel, which is managed by the Spanish State Tourist Department, is a favourite with British visitors from Gibraltar, and it caters in consequence to our tastes.

For those who prefer, however, to escape from their compatriots I suggest their taking the ancient ferry-boat and making the forty-five-minute journey across the Bay of Cadiz to Puerto de Santa Maria. Here they will find the Hotel Loretto (strongly recommended where the "charge for the room with all meals—and *what* meals—of a six-variety hors-d'œuvre, a fresh mixed grill of eight different sorts of fish, followed by a huge veal cutlet and two vegetables and a mountain of fruit, including cherries, fresh figs, bananas and plums, is under 10s. a day." I quote from *Introducing Spain*, by Cedric Salter, who gives a most entertaining account of this part of the world, where "the best sherry in the world is twopence a glass and that, of course, includes olives or fresh prawns as a 'tapa.'"

Let me emphasize, however, that this place is not a resort, and there are no organised entertainments of any kind. You must be prepared just to laze and bathe, take interesting walks and eat; although, for a change, you can always make an excursion to Cadiz. You would also have to make your hotel booking on the spot, for it would not be much use applying in advance.

Elsewhere in Andalusia, Seville and Granada offer admirable places in which to enjoy warm sunshine and an interesting holiday. In fact, the early months of the year are by far the most comfortable for a visit for you then miss the vast crowds that come for Holy Week and the following Feria, while during the summer the heat is far too great for pleasurable sight-seeing.

Despite the more fashionable claims of Estoril, the winter sunshine, I think the Algarve (Moorish for "the fertile land between the mountains and the sea") is the most certain part of the mainland of Europe to offer perfect conditions at this time of year. Praia da Rocha is, however, the only place which can be termed a resort, and it is quite well supplied with hotels, the Bela Vista being recommended. Early in February, the countryside becomes covered with almond blossom, and visitors arrive to join in the "Festa da Amendoeira"—the Almond Blossom Season.

Not far from Praia da Rocha ("Beach of the Rocks") is the old walled town of Lagos, from which Dom Henrique (Prince Henry the Navigator) dispatched his fleets on their voyages of discovery. Shipbuilding is still carried on here, and you can still see the former arcaded slave-market, the only one of its kind in Europe.

Another town of considerable interest in this vicinity is Silves, typically Moorish in appearance and possessing a cathedral, the most interesting monument in the Algarve. Sagres, too, is worth a visit, although modern Portuguese historians claim that this was not the spot from which Prince Henry plotted routes for his seamen's journeys.

MARRAKESH, A FAVOURITE RESORT OF THE PRIME MINISTER: The square in the Moroccan city where snake-charmers, jugglers, dancers and musicians gather each afternoon to entertain large crowds of natives and visitors. In the background can be seen the minaret of Koutoubia, all that remains of an 800-year-old mosque. Marrakesh is an imperial city, steeped in the grandeur and tradition of ancient kings.

My final suggestion for a winter resort is Sorrento, in Italy. This well-known tourist shrine lies in a sheltered position beside the Bay of Naples. It has many good hotels, many lively cafés, and it is quite the best centre in this area for excursions: to Capri, across the mountains to Amalfi, Positano and Ravello, and to Naples. Of the hotels, by far the largest and most conspicuous is the Excelsior, which stands on the cliff directly overlooking the sea, and it is especially relished for one of the most inviting café-terraces anywhere on the bay. For anyone who prefers a quieter spot, I can recommend the Pension Dania, about two miles out of Sorrento. It is easily reached by bus service and the daily pension charge is about 25s. The cooking is good, and the whole environment restful.

Gordon Cooper

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

GLOUCESTER HONOURS THE MEN OF THE IMJIN RIVER

A CITY GREETS ITS REGIMENT: *Above* and *inset on right*—Lieut.-Colonel J. P. Carne, V.C., walks at the head of the 1st Battalion of the Gloucester Regiment during the parade through the West Country city last Saturday. The occasion was the city's greeting to the men of the regiment who made the historic stand on the heights above the Imjin River in Korea in 1951. The celebrations included a service of Thanksgiving and remembrance in Gloucester Cathedral, a civic luncheon and the conferment of the honorary freedom of the city on Colonel Carne. At the Cathedral service Colonel Carne presented the Celtic cross which he had carved from Korean stone during his imprisonment. Later in the day, following the civic luncheon given to the officers and men of the regiment, the Mayor, Alderman A. G. Lea, presented the Freedom of the city to Colonel Carne, and said that the city's roll of honorary freedom contained only eight names. Also present at the ceremonies was the Lord-Lieutenant of Gloucestershire, the Duke of Beaufort, who paid tribute to Colonel Carne and his men.

HEAVY RAIN AND FLOODS IN KILMARNOCK

FLOODING IN SOUTH-WEST SCOTLAND: Cars and lorries in a waterlogged garage in Kilmarnock, where the River Irvine overflowed its banks after rain had fallen continuously for seventeen hours. The floods in Kilmarnock and the surrounding district were the worst in the West of Scotland, where flooding occurred in many places after very heavy rainfall. Citizens of the town said that the floods exceeded those of 1932, when it was impossible to travel through Kilmarnock by many of the main roads. In the recent floods many people were driven from their homes by the waters, and were forced to take refuge in other houses. At Hurlford, the River Irvine left its normal course and swirled round the back of the parish church and flooded the main roadway.

MR. ATTLEE RECEIVES THE FREEDOM OF LONDON

THE NEW FREEMAN OF THE CITY OF LONDON LISTENS TO THE TRIBUTE PAID TO HIM BY THE PRIME MINISTER: Mr. C. R. Attlee, Deputy Prime Minister under Sir Winston Churchill from 1940-45, Prime Minister from 1945-51, and now Leader of the Opposition, is seen seated next to the Lord Mayor of London during the Mansion House luncheon following the conferment of the Freedom of the City at Guildhall. In his speech Sir Winston Churchill said that Mr. Attlee had qualifications that had commended him to wide circles in the country, and many qualifications that entitled him to the respectful tributes of all. Earlier in the day Mr. Attlee, accompanied by his wife, had driven in an open landau to Guildhall, where he was received by the Lord Mayor and conducted to the platform. There the Chamberlain asked him to accept, "as a Londoner born and bred," the Freedom of his own City. The ceremony took place at a Court of Common Council attended by many distinguished persons.

THE CHANNEL ISLANDS CASE AT THE HAGUE

ONE OF THE SMALL ISLANDS OF THE MINQUIERS GROUP WHICH BELONGS TO BRITAIN: The Minquiers, together with islands in the Ecrehous group, have been the subjects of a long examination by the International Court at The Hague: Since December 15, 1886, when the French Government sent a note to London claiming sovereignty over these islands, which had for many centuries been considered as British property, the ownership of the islands has been the subject of much discussion between the two countries, and the subject of much, and sometimes very heated, argument among the fishermen of the Channel Islands and France, who make their living fishing off their shores. None of the islands in either group is more than a few hundred yards in length and most of them are submerged at high tide. Their attraction lies in the very rich fishing ground around their shores. A fisherman can earn £80 from a good week's fishing in these areas. In considering their verdict, the International Court avoided the intricacies and pitfalls of Ancient Law and based their decision mainly upon the fact that the two groups had been administered by British government from other Channel Islands.

MARMOUTIER ISLAND—ONE OF THE ECREHOUS GROUP OF ISLANDS INVOLVED IN THE EXAMINATION BY THE INTERNATIONAL COURT: This island is very rich in lobsters and prawns. It was mainly the disputes between the fishermen of Britain and France that led to the case coming before the International Court.

The World of Books—By VERNON FANE

A WRITER'S PLANS AND PROBLEMS

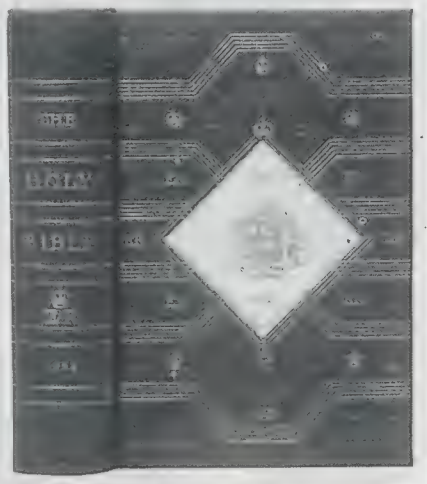
Leonard Woolf Recalls the Ways in which His Wife Used Her Diary as a Basis for Her Writings; and Other New Books and Novels

VIRGINIA WOOLF had so much influence on the writing of her times, and on the writing of to-day, that every word that we can find in her journals on her writing plans and problems must be of immense interest. A WRITER'S DIARY (Hogarth Press. 18s.) contains only extracts from the volumes that she wrote between 1918 and her death in 1941, and these extracts have been chosen with equal restraint and perception by her husband, Mr. Leonard Woolf, to illustrate the three ways in which she used her diary: as a method of practising or trying out the art of writing; as an artist's sketch-book of scenes and people, or, in other words, the raw material of her art; and as a record of the reading that was so vitally necessary to her. A fascinating book, and to other writers I should imagine an absorbing one.

LAGGARD (Faber and Faber. 15s.) is a personal record too, but as different a one as could be imagined, for Mr. R. Stevens writes of his home at the head of a lake in a remote and even wild part of England, of the birds and animals who are his familiar companions, of the falcons he trains and the Icelandic holidays he takes, and in a quiet and natural way of all the physical phenomena of his world. The author doesn't mention it in these pages, but during the war he did, in fact, organise a falconry unit to intercept enemy carrier pigeons, and it was also he who, as another wartime avocation, cleared airfields from the hazards of flocks of large birds. To be able to read two such books as these, and indeed, those that follow, in the course of a week or a month, impresses one all over again with the magic of people: how varied and how *extraordinary* people are.

Take THE STRONGHOLD (Secker and Warburg. 21s.), for example. This is a man's account of the four seasons as he has found them in the White Mountains of Crete, to which he returned after the war, having spent most of his time since demobilisation in seeking pretexts for going back to Greece and to Crete. As a traveller and a classical scholar, Mr. Xan Fielding knew the Eastern Mediterranean before the war, and during it, as a member of the Intelligence Corps on special duties. His post-war return was perhaps a little less hazardous, but its telling is extremely spirited, matched in quality by the photographs taken by the lady who is now his wife, and by the cover design of Mr. John Craxton.

As I write, I can actually hear the voice of Mr. Gilbert Harding amiably booming forth from a near-by radio, an almost perfect—or optimum—condition, I suppose, for the discussion of his autobiography, ALONG MY LINE (Putnam. 12s. 6d.), which is, as one would have expected, intelligent, discursive and from time to time, belligerent, and less obviously inspired by a warm and, if the word weren't so abused, democratic feeling for his fellows. In all the discussion about Gilbert Harding and the pros and cons of his radio manner, I have always wondered why debaters ignored the essential point, and that was—quite apart from the provocative—the extent and flexibility of his vocabulary.



A MINIATURE CORONATION BIBLE: This is a reproduction of the Oxford miniature Bible published by the Oxford University Press: Geoffrey Cumberlege, at 18s. 6d. The binding design, incorporating an inlay with the Royal Arms, as centrepiece, is a reduced facsimile of that used for the new Lectern Bible bound in scarlet Levant Morocco which was presented to the Queen at the Coronation Service in Westminster Abbey. The size is 5⅝ by 4 ins., and the Bible is bound in scarlet morocco with gilt edges. It is printed on a super-white Bible paper and enclosed in a distinctive slip-case.

What an unpromising title is INNOCENT PURSUITS (John Murray. 12s. 6d.), if the author will forgive me, but what an entertaining book he has written under that flag. Major C. S. Jarvis, C.M.G., O.B.E., who was the late Governor of Sinai and what I can only describe as a tremendous swell in the Egyptian Government as an Arab administrator, has assembled some of his essays and pieces under this title and made a comic, civilised and altogether successful thing of it.

In all the vitality and interest of the fresh output of novels this week and this season, it is still possible to pick out some that have an imprint and a quality of their own, and among these are stories with settings as diverse as the Haitian or the Canadian, or as Connecticut, Provence, the industrial north, or China. First of all, then, Haiti, which is the scene of Mr. Anthony Thorne's novel, THE WARM PEOPLE (Heinemann. 12s. 6d.), and is concerned with the adventures of a charming and ingenuous young Englishman who comes to the island as a delegate of a rather recondite U.N.O. mission. He stays to learn and love and laugh—and be exasperated, and the result is quite exceptionally entertaining and, I should think, a very fair rendering of the atmosphere of the place, both climatic and emotional.

Miss Stella Gibbons has written about an eccentric, tyrannical English nobleman who decides that communing with nature can be more satisfactorily achieved in the wilds of Canada than on his home estate and takes his young wife and baby daughter there on a tragic expedition, that is animated by his monomania. The story in FORT OF THE BEAR (Longmans. 12s. 6d.) has a certain excitement, but it is hard to believe that this thorough-going melodrama can have been written by the author of that superb satire, *Cold Comfort Farm*.

There is a strong dash of melodrama again in Miss Dorothy Macardle's DARK ENCHANTMENT (Peter Davies. 12s. 6d.), which shows not only the impact of French peasant life on more or less polite English characters, but the effect on them of life in a rocky village in the Alpes Maritimes. Young love, gypsy vendettas, sorcery and other highly-coloured ingredients are included, and it says much for Miss Macardle's talent that she makes the whole thing very nearly believable.

INFIDELITY (Hogarth Press. 12s. 6d.) is a quieter affair altogether, though there is a certain highly-charged quality about its background. This is the story of a young man, the son of an English soldier and a French mother, who returns with her to her childhood home, a ramshackle château in the Burgundian countryside. There she dies and he attempts to resolve his feelings for her, for his long-dead father and for the girl who had been the love of his youth. I sometimes thought that Mr. Richard Chase was writing with rather too conscious an eye for effect, but it is a serious piece of work and more than promising for a first novel.

TIME AND TIME AGAIN (Macmillan. 12s. 6d.) is a very smooth piece of work indeed, as one would expect from Mr. James Hilton, but it is also, and less fortunately, a tiny little bit dull. Mr. Hilton writes about an English diplomat, balanced, sane, and not unaffectionately known as "Stuffy" Anderson. In other words, a thoroughly nice fellow whose life is spent in more or less exotic places, later with an equally nice wife, and eventually with a thoroughly nice son. The sad comment must be that perhaps so much all-round niceness is more admirable in real life than entertaining in fiction.

Mr. John O'Hara's new book, THE FARMER'S HOTEL (Cresset Press. 8s. 6d.) is an episode rather than a full-dress novel: the events of a single evening in a little Pennsylvania inn, when the only guests are a number of snowbound travellers who begin not only to talk to each other but to learn something of each other's lives and current situations. Mr. O'Hara handles the different threads of the story with great address and makes a sharply-defined pattern with them. Effective and even showy, but not really moving in the way the author must have intended.

Mr. J. L. Hodson's new novel, THE YOUNGEST SON (Gollancz. 12s. 6d.), is a book of real delight that deals lightly and indeed idyllically with young love and more robustly with North Country types and the earliest days of the cinematograph business here. It should, I think, make a great many readers happy.

Mr. Donald R. Morris has written a fast-moving, not unsentimental and, above all, realistic story about an American sailor on duty at a Chinese port, and about his love-affair with a White Russian girl. CHINA STATION (Hammond. 10s. 6d.) may not be a classic of its kind, but it rings true and has a simple undecorated style that is a pleasure to find.

This week's detective story and this week's thriller are both well up to standard since the first of them is by Miss Agatha Christie and features that polite old lady sleuth, Miss Marple, in a satisfactorily bloodthirsty tale, A POCKET FULL OF RYE (Collins. 10s. 6d.) and the second is a first novel by Mr. Richard Bennett, THE WHISPERING MONEY (Heinemann. 12s. 6d.), and a real find in a writer who understands that wit is not incompatible with excitement and adventure.

FIVE BOOKS OF GENERAL AND SPECIALISED INTEREST

CHURCHILL BY HIS CONTEMPORARIES (Hutchinson. 21s.) *is a series of articles edited by Charles Eade, dealing with some particular aspect of the Premier's life. His career is traced from his schooldays at Harrow to his achievements as Prime Minister.*

Dr. Monk Gibbon has written **IN SEARCH OF WINTER SPORT** (Evans. 18s.) *for all who have ever skied, whether as experts or novices, and for all who contemplate a winter-sports holiday.*

THE ENGLISH COUNTRYWOMAN: A Farmhouse Social History A.D. 1500-1900 (Andrew Melrose. 30s.), *by G. E. and K. R. Fussell, is an illustrated chronicle of domestic life through five centuries, covering every aspect of that life and social customs.*

THAT'S A GOOD DOG (Seeley, Service. 15s.), *by Brian Ghent and Eric Gillibrand, is a book about dogs used by sportsmen in Britain, and about the field sports in which they take part.*

MING POTTERY AND PORCELAIN (Faber. 42s.), *by Soame Jenyns, a further illustrated addition to the Faber Monographs on pottery and porcelain; will appeal to both collector and student.*

CHRISTMAS BOOKS

Suggestions for Children's Gifts

This year Hamish Hamilton are publishing two of their novel picture cards, both of which help to portray the Christmas story in words and pictures. There are small doors and windows on each picture, and each is intended to be opened on a certain day before Christmas. One is THE DAYS OF CHRIST'S COMING, illustrated by Fritz Wegner, with the story by Dorothy L. Sayers, and the other is Enid Blyton's CHRISTMAS STORY, also illustrated by Fritz Wegner. Both cards cost 2s. 6d. As usual the number of children's books published for Christmas reading is legion, but before giving a detailed list, divided into several categories, there are two which should appeal to all young readers. They are THE WONDER BOOK OF BIBLE STORIES (Ward Lock. 12s. 6d.), edited by David Kyles, and THE GOLDEN BOOK OF BIBLE STORIES from the Old Testament (Publicity Products. 10s. 6d.), selected by Elsa Jane Werner. Both are profusely illustrated. Another book of general interest is THE KISSING BOUGH, a Christmas Custom (Heinemann. 2s. 6d.), described by Laurence Whistler.

For the Younger Children

Suitable for use in the nursery are A WEEK OF STORIES (Faber. 4s. 6d.), by Doris Rust, who is familiar to listeners of the B.B.C.'s "Listen with Mother" programme; ANDY PANDY, the Baby Clown (Faber. 6s. 6d.), by Freda Lingstrom and Maria Bird; WINNIE-THE-POOH AND THE BEES and WINNIE-THE-POOH AND EEYORE'S TAIL (both published by Methuen at 6s.), by A. A. Milne, each with four "pop-ups"; BARNABY AND THE SCARECROW (Collins. 3s. 6d.), written and illustrated by Racey Helps; LITTLE GREY RABBIT'S VALENTINE (Collins. 3s. 6d.), by Alison Uttley, with pictures by Margaret Tempest, and ADVENTURES OF BUNNY BUFFIN (Faber. 7s. 6d.), by Alec Buckels. For those a little older there is a choice from MY SECOND ENID BLYTON BOOK (Latimer House. 6s.) and Enid Blyton's BLUEBELL STORY BOOK (Latimer House. 5s.); Gian-Carlo Menotti's AMAHL AND THE NIGHT VISITORS (Andrew Dakers. 10s. 6d.), which has been adapted by Frances Frost, with illustrations by Roger Duvoisin; FIFOFUS AND THE RED INDIANS (Faber. 7s. 6d.), written and illustrated by Norman Mommens; MISS ANNA TRULY (Faber. 8s. 6d.), written and illustrated by V. H. Drummond, and THE LITTLE STEAMROLLER (Max Parrish. 7s. 6d.), by Graham Greene, with illustrations by Dorothy Graigie. There are also two new Babar books by Jean de Brunhoff. They are BABAR'S TRAVELS and BABAR THE KING (Methuen. 6s. each).

Story Books for those up to about Twelve Years Old

COLONEL CROCK (Harrap. 5s.), by Annette Mills, designed and illustrated by Edward Andrews; LARKING AT CHRISTMAS (Collins. 8s. 6d.), by Judith Masefield; CHOWRY, Two Tales of Fantasy for Boys and Girls (Macgibbon and Kee. 8s. 6d.), by Jean Forbes-Robertson; KILDEE HOUSE (Faber. 9s. 6d.), by Rutherford Montgomery, which is about skunks and racoons; BLACK MARIGOLDS (Collins. 7s. 6d.), by sixteen-year-old Gillian Bell, THE SILVER CHAIR (Geoffrey Bles. 10s. 6d.), another story for children by C. S. Lewis, and JOHN AND JENNIFER'S TREASURE HUNT (Nelson. 6s.), with pictures by Gee Denes and story by Elsie M. Harris.

Finally, for the Older and "Grown-up" Children

Here is a list of good stories, and two hardy annuals. WANDERING STAR (Collins. 8s. 6d.), by Olivia FitzRoy, which is a story of smugglers; THE BLUE TRAIN—the story of Anton Dolin (Collins. 8s. 6d.), by Joan Selby-Lowndes; HOW MANY MILES TO BABYLON? (Collins. 8s. 6d.), by Violet Needham, which is based on the nursery rhyme; SECRET IN THE SAND (Hammond. 7s. 6d.), by Mary E. Edmondston, an adventure tale; LITTLE FRIEND—a Christmas Story (Hodder and Stoughton. 7s. 6d.), by William Joyce Cowen; BY SPECIAL REQUEST—new stories for girls specially written for Noel Streatfeild (Collins. 12s. 6d.); THE SAN SEBASTIAN (Faber. 10s. 6d.), by Eilis Dillon, a story of piracy; THE SENTIMENTAL SMUGGLER (Faber. 9s. 6d.), by Felicity Douglas; DOG TOBY—a Frontier Tale (Hutchinson. 8s. 6d.), by Richard Church, RING OUT, BOW BELLS (Methuen. 10s. 6d.), by Cynthia Harnett, a story of London, and THE FEARLESS TREASURE (Michael Joseph. 12s. 6d.), by Noel Streatfeild, which is a story of England. The next three books all deal with the Americas: THE LAST FORT (Hamish Hamilton. 7s. 6d.), by Elizabeth Coatsworth; COLT OF DESTINY (Hamish Hamilton. 7s. 6d.), by Alida Malkus; and BLACK GOLD ON THE DOUBLE DIAMOND (Collins. 6s.), by Ralph Hammond. The annuals are THE B.B.C. CHILDREN'S HOUR ANNUAL, Radio and Television (Burke. 10s. 6d.), edited by Elizabeth, and the F.A. BOOK FOR BOYS, NO. 6 (Naldrett Press. 10s. 6d.)

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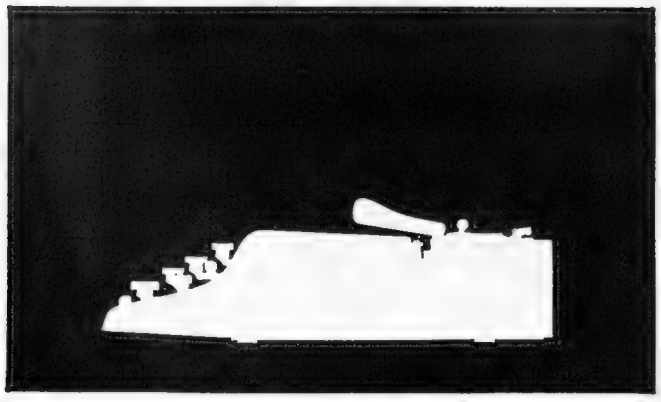

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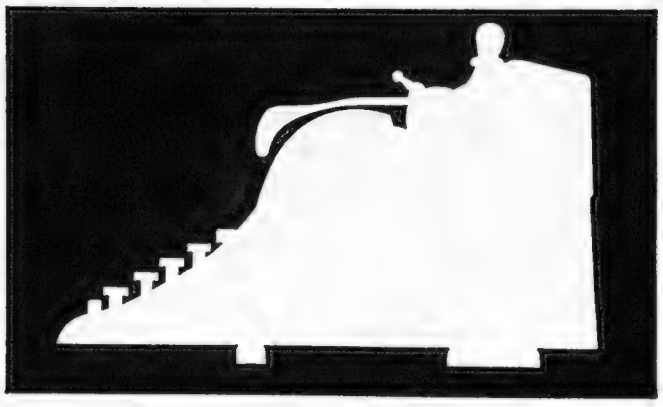

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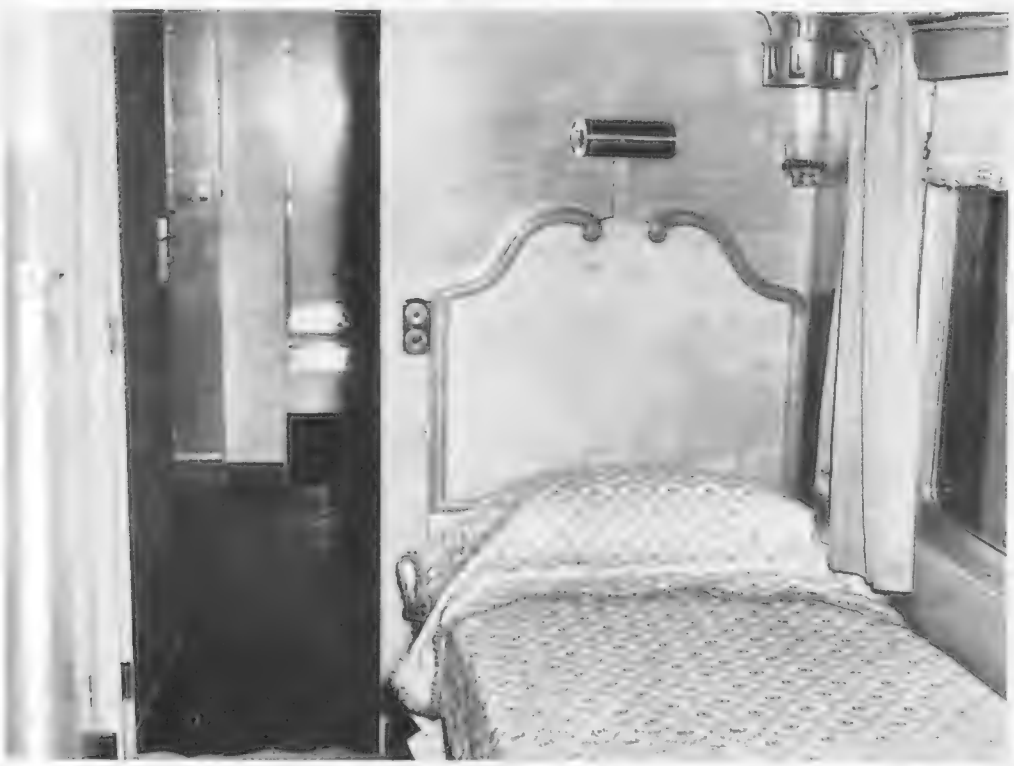
THE B.B.C. COMMENTATORS EQUIPPED FOR THE ROYAL TOUR: *Left*—The expert team of commentators and B.B.C. engineers gathered round one of the Humber Super-Snipe station wagons which have been specially prepared for their use in New Zealand and Australia, enabling them to follow the Queen and the Duke on their urban and their inland journeys. Wynford Vaughan Thomas is seen nearest the car, Audrey Russell is in the centre, and on her right hand is Godfrey Talbot, the B.B.C. commentator who is in charge of the party. *Right*—B.B.C. Engineer Francis Gallagher testing out the equipment which is built inside one of the station wagons.



THE QUEEN'S BEDROOM IN THE ROYAL TRAIN WHICH WILL TAKE HER THROUGH VICTORIA: The Royal train is being prepared at North Melbourne. The Queen and the Duke will fly from Tasmania to Melbourne on February 24. During her stay in Victoria, air transport will be widely used, but the Royal travellers will go to Bendigo, Warragul, and several other centres in this train.

On right—

A COMMEMORATION GOBLET: This is one of a small number of glasses produced at the Whitefriars Glassworks, Wealdstone, to commemorate the coming Royal visit to Geelong, in the course of the Australian tour. The goblet is hand-made in lead crystal and it is hand-etched with diamond point.

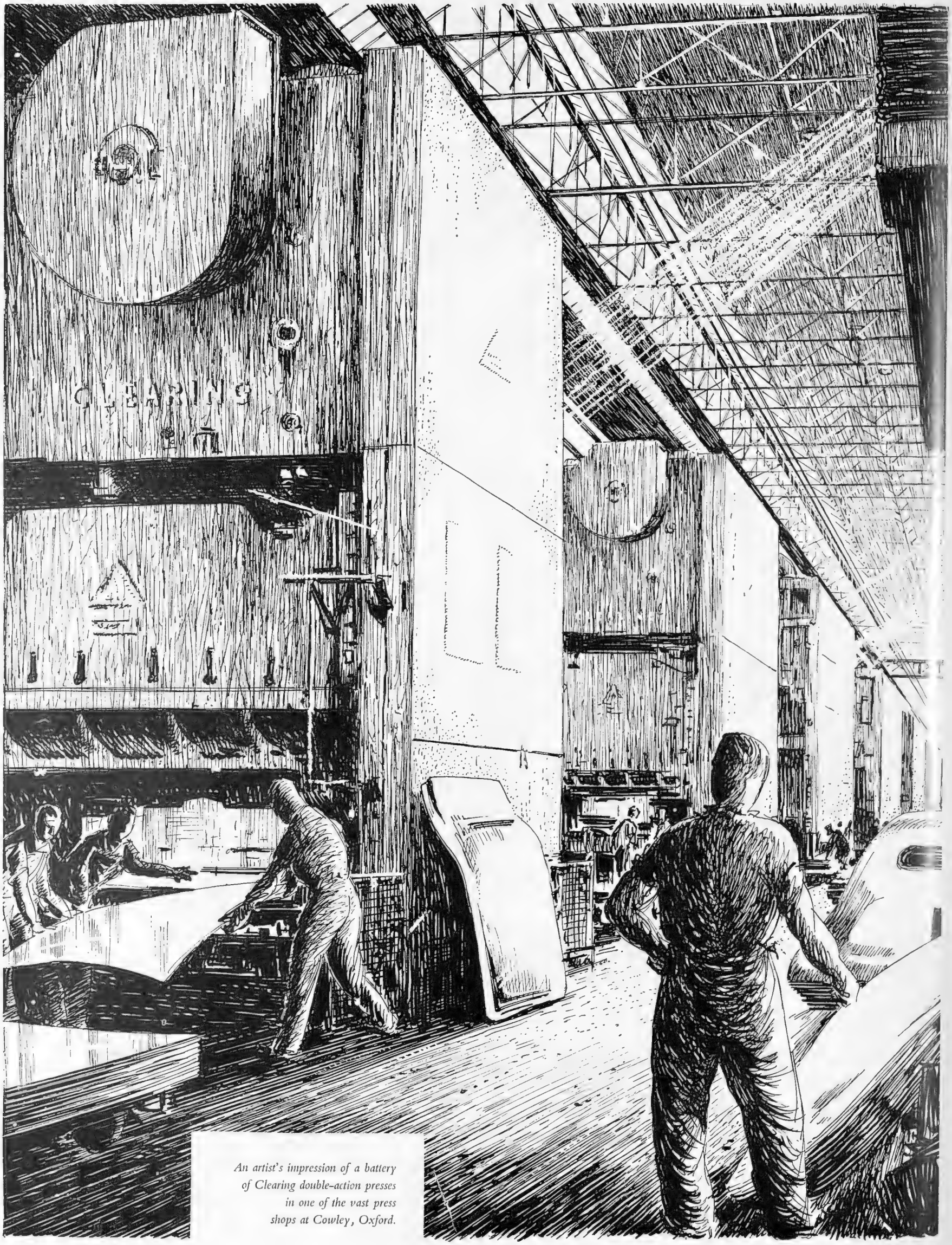
Below—

THE DESSERT SERVICE AT GOVERNMENT HOUSE, WELLINGTON: These three plates, decorated with New Zealand ferns, flowers and birds, are part of the service that will be used at the State Banquet given for the Queen and the Duke of Edinburgh in December. The service was made by the Spode-Copeland factory for Lord Freyberg when he was Governor-General of New Zealand.

THE QUEEN'S SECRETARY: Sir Michael Adeane, who at the end of the year is to succeed Sir Alan Lascelles as Private Secretary and Keeper of Her Majesty's Archives. Sir Michael is accompanying the Queen on the tour.

THE CAPTAIN OF THE ROYAL TOUR SHIP "GOTHIC": Captain David Aitchison was born in Sunderland in 1892, and served his apprenticeship with a Sunderland firm of steamship owners. At the outbreak of the First World War he was in Hamburg and was interned for the duration. On release, he joined the Shaw Savill Line in 1919. He became Master of the *Dominion Monarch* in 1951, and took over the *Gothic* in April 1953

PILOT OF THE ROYAL TOUR PLANE: Captain A. C. Loraine commanded the Stratocruiser in which the Queen and the Duke flew to the West Indies at the start of the Royal tour. Captain Loraine has flown 3,000,000 miles.



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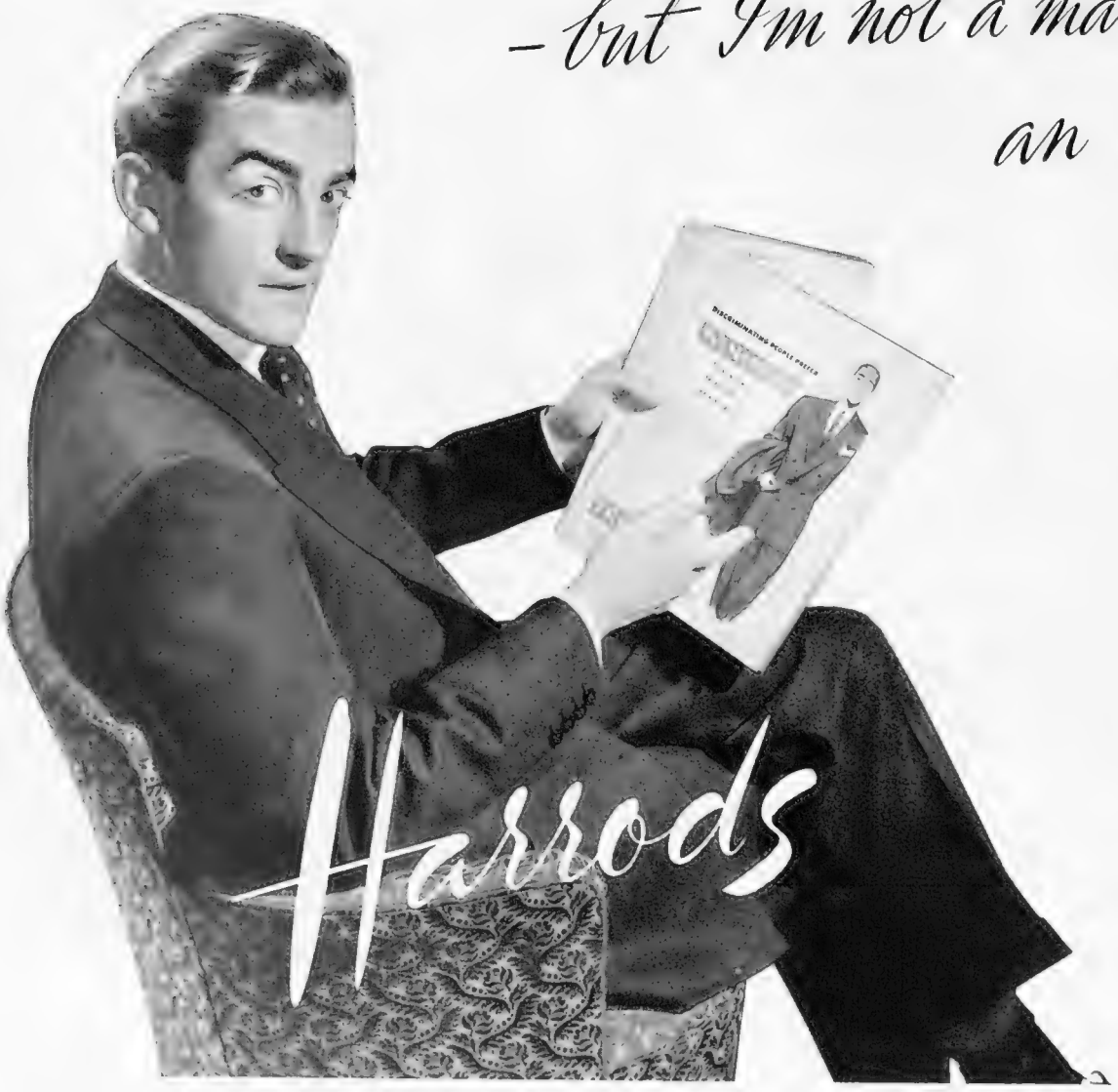
'but I'm not a man in an advertisement'



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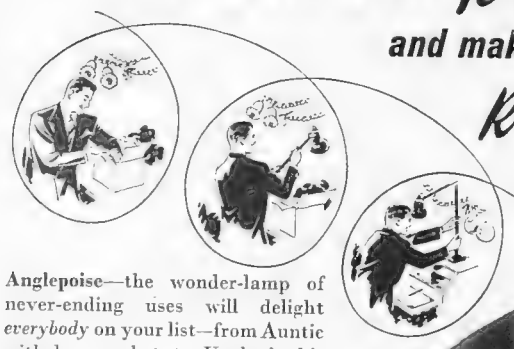

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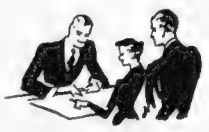

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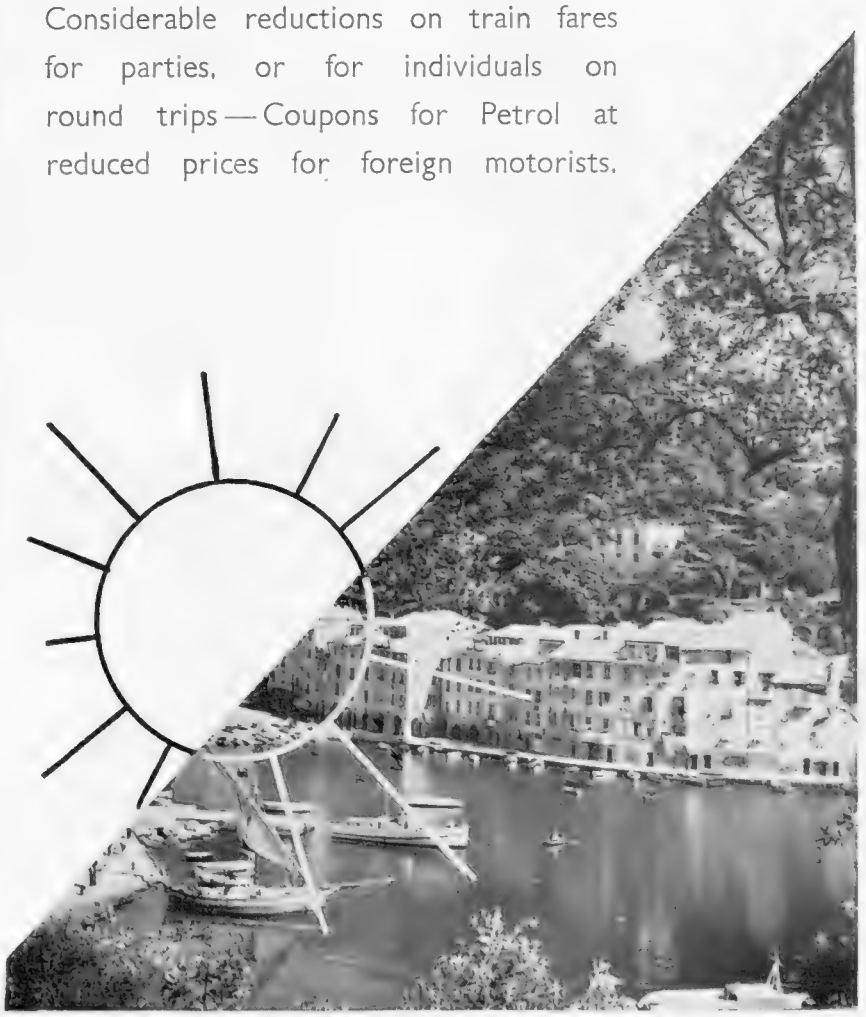

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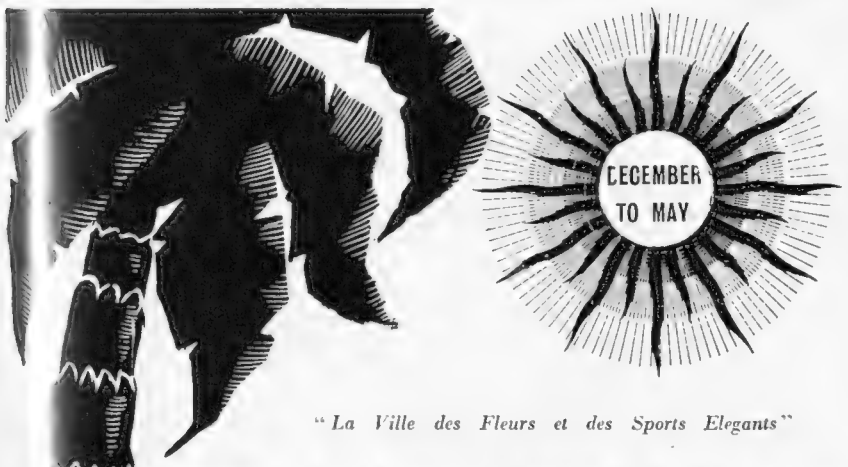

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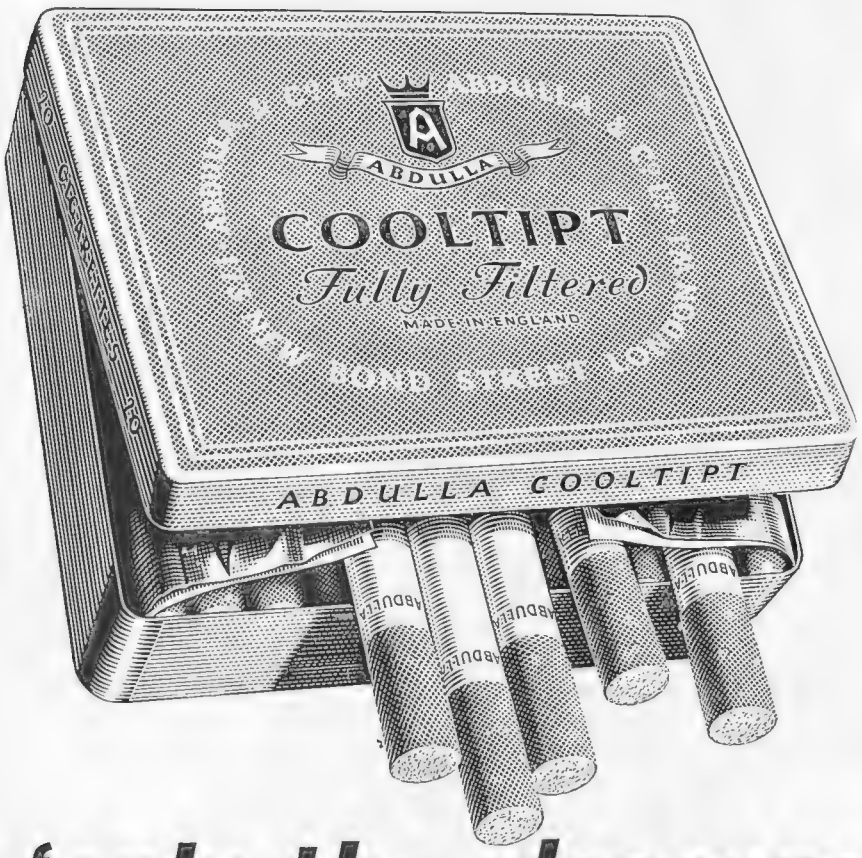

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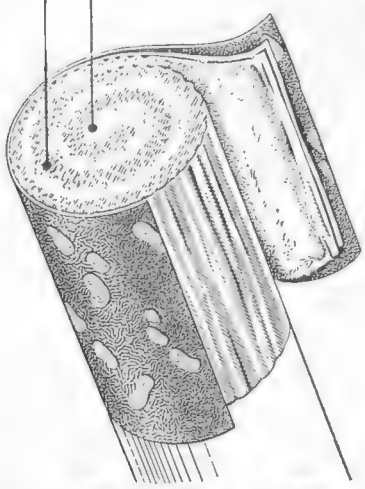

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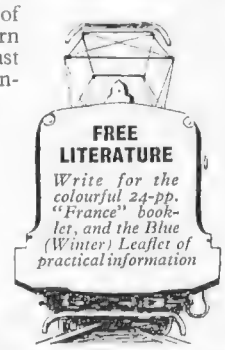

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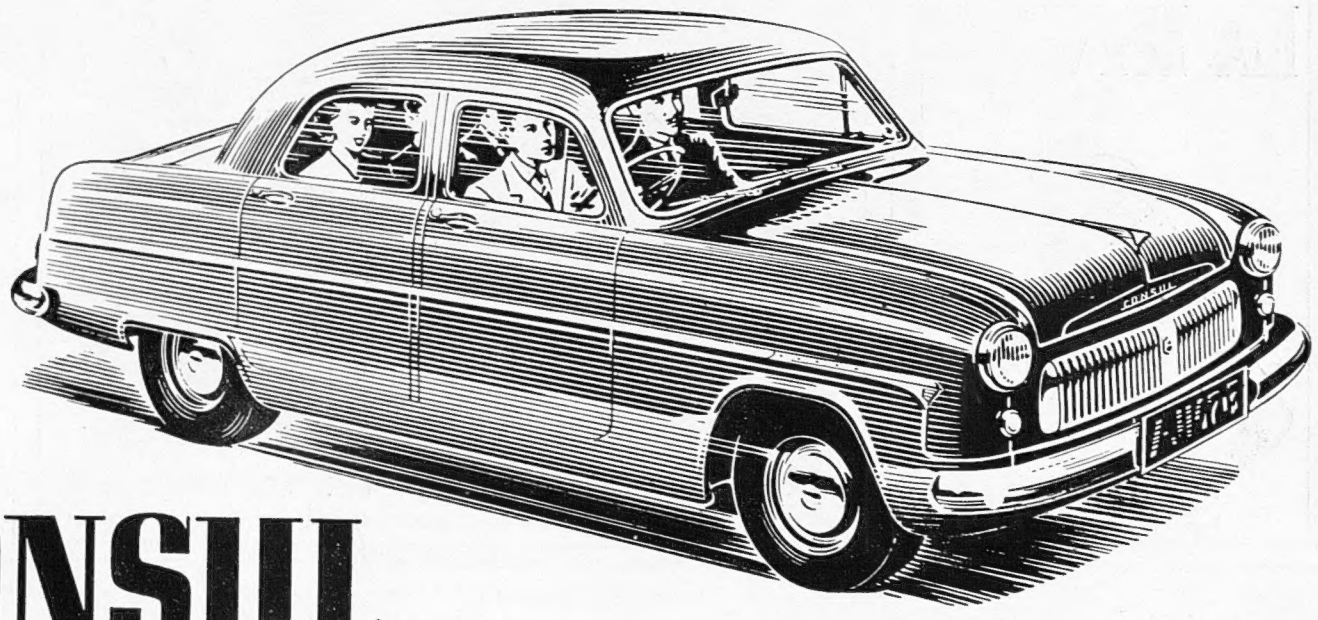

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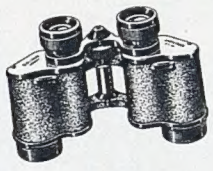

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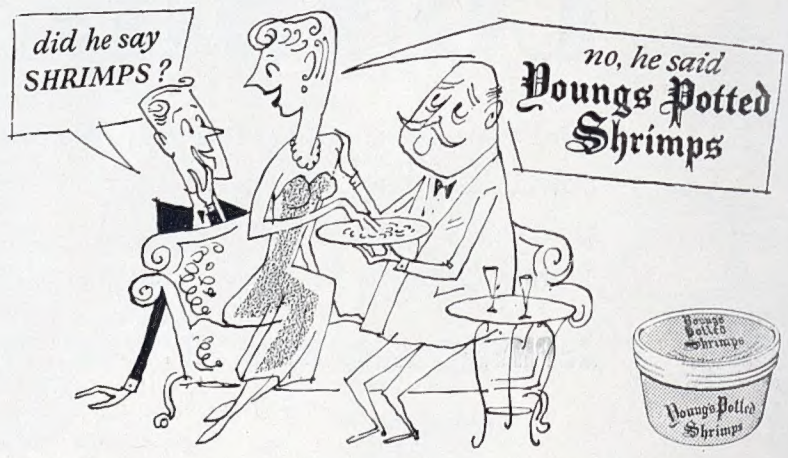

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